

Caution.—Submerged obstructions have been laid temporarily within half a mile, on either side, of lines drawn for distances of 2 miles in 130° and 270° directions, respectively, from the above position.

Note.—Further Notice will be given when the obstructions have been removed.

Chart temporarily affected.—No. 1495, Aburatani bay to Ando zaki.

Publication.—Japan Pilot, 1914, page 604.

Authority.—Tokyo Notice No. 443 of 1921. (*H.* 478-22.)

NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

Ifalik (Wilson) Island—Amended Position and Description of Reef north-eastward of.

No. 145 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 239 of 1922), are republished:—

Position.—South-western end of reef, at a distance of about 5 miles westward from the charted position of the $6\frac{1}{2}$ -fathom shoal.

Lat. $7^{\circ} 22' 30''$ N., long. $144^{\circ} 33' 00''$ E.

Details.—A depth of 3 fathoms (5^m5) exists in the above position; from this position the reef, which is about 6 cables in width, extends in a north-easterly direction for a distance of about $12\frac{1}{2}$ miles, gradually increasing in depth to 14 fathoms (25^m6) at the north-eastern end.

Remarks.—The reef described above is to be inserted on the charts, and the $6\frac{1}{2}$ -fathom shoal marked "Breakers. Probably less water" is to be expunged.

Charts affected.—No. 980, Caroline islands.

„ 781, Pacific ocean—north-west sheet.

Publication.—Pacific Islands Pilot, Vol. I, 1921, page 623.

Authority.—Tokyo Notice No. 435 of 1921. (*H.* 475-22.)

CHINA SOUTH COAST—HONGKONG.

(1) *Channel Rock—Light established.*

(2) *Tathong Point—Light established.*

No. 146 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 244 of 1922), are republished:—

(1) **Channel Rock.**

Position.—On Channel rock.

Lat. $22^{\circ} 18'$ N., long. $114^{\circ} 13'$ E. (*approx.*).

Abridged description.—Lt. Fl. ev 5 sec., 28 ft., vis. 10 m. (U).

Characteristics:

Character.—Flashing white every five seconds, thus,

Flash.	eclipse.
0.5 sec.	4.5 sec.

Elevation.—28 feet (8^m5).

Visibility.—10 miles.

Structure.—White concrete beacon, 23 feet (7^m0) in height.

Remarks.—The light is unwatched.

(2) Tathong Point.

Position.—Lat. $22^{\circ} 14' 21''$ N., long. $114^{\circ} 17' 17''$ E.

Abridged description.—(U) Lt. Fl. W. R. ev. 5 sec., 53 ft., vis. 12 m.

Characteristics:

Character.—Flashing white, with red sector, every five seconds, thus:

Flash,	eclipse,
0.5 sec.	4.5 sec.

Elevation.—53 feet (16^m2).

Visibility.—12 miles.

Sectors.—Red from 028° to 037° ;

White elsewhere.

Structure.—White concrete beacon, 23 feet (7 0) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 3279, Hongkong waters—East. (1).

„ 1466, Hongkong.

„ 3605, Hongkong to Mirs bay.

„ 1180, Approaches to Hongkong.

„ 3026, Macao to Pedro Blanco, including Hongkong. (2).

„ 1962, Hongkong to The Brothers. (2).

Publications.—List of Lights, Part VI, 1921, Nos. 1518a, 1523.

List of Lights, Part VI, 1922, (in press).

China Sea Pilot. Vol. III, 1912, pages 497, 500.

Authority.—Commander-in-Chief, China. (H. 459-22.)

CHINA, SOUTH COAST—KAP SING MUN, WESTERN APPROACH.

Tongku—Light established.

No. 147 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 245 of 1922), are republished:—

Position.—On the summit of Tongku.

Lat. $22^{\circ} 22' 47''$ N., long. $113^{\circ} 53' 00''$ E. (approx.).

Abridged description.—(U) Lt. Fl. ev. 5 sec., 280 ft., vis. 15 m.

Characteristics:

Character.—Flashing white every five seconds, thus:

Flash,	eclipse,
0.5 sec.	4.5 sec.

Elevation.—280 feet (85^m3).

Visibility.—15 miles.

Structure.—Square granite tower, 25 feet (7^m6) in height.

Note.—The light is unwatched.

Charts affected.—No. 3681, Kap Sing Mun to Boca Tigris—southern sheet.

„ 1180, Approaches to Hongkong.

„ 3026, Macao to Pedro Blanco, including Hongkong.

„ 2661a, China sea, northern portion—western sheet.

„ 2661b, China sea, northern portion—eastern sheet.

„ 1262, Hongkong to Gulf of Liau-tung.

Publications.—List of Lights, Part VI, 1921, No. 1510.
List of Lights, Part VI, 1922 (*in press*).
China Sea Pilot, Vol. III, 1912, page 439.
Authority.—Commander-in-Chief, China. (*H. 459-22.*)

CEYLON, WEST COAST—COLOMBO HARBOUR APPROACH.

Ona Gala Light-Buoy—Unreliable.

No. 148 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 249 of 1922), are republished:—

Position.—Off the southern end of Ona Gala ridge, at a distance of about $1\frac{1}{4}$ miles north-westward of Colombo harbour northern entrance.

Lat. $6^{\circ} 59' N.$, long. $79^{\circ} 50' E.$ (*approx.*).

Details.—Information has been received that Ona Gala light-buoy with occulting white light cannot be depended upon.

Note.—The note “*unreliable*” is to be placed against this light-buoy on the charts.

Charts affected.—No. 914, Colombo harbour.

„ 3686, Approaches to Colombo harbour.

„ 3700, Colombo to Galle.

„ 813, Ceylon, south part—south of lat. $7^{\circ} 20' N.$

„ 68*b*, Palk strait and Gulf of Manar—sheet II.

Publications.—Bay of Bengal Pilot, 1910, page 96.

Bay of Bengal Pilot, 1921 (*in press*).

W. C. India Pilot, 1919, page 94.

Authority.—H.M.S. *Laburnum*, Hyd. Note No. 1 of 1922.
(*H. 595/22*)

P. G. GLANVILLE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, MAY 17, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.

H. E. SPRY,
*Secretary to the Government of Bengal,
Marine Department (offg.).*

CALCUTTA, the 5th May 1922.

INDIA, WEST COAST—DELTA OF THE INDUS.

Sisa (Chan) Mouth—Beacon re-erected.

No. 190 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 34M. of 1922), are republished :—

Former Notice.—No. 124-M. of 1921. (*This Office No. 442 of 1921*) ; hereby cancelled.

Position.—Lat. $24^{\circ} 13' 28''$ N.
Long. $67^{\circ} 18' 15''$ E.

Details.—A beacon 46 feet in height has been erected in the above position.

Charts affected.—No. 41, Cape Monze to Kediwari Mouth.
" 39, Coasts of Sind and Cutch.
" 826, Karachi to Vengurla.

Publication.—West Coast of India Pilot, 1919, page 330.

Authority.—Commissioner in Sind, Government House, Karachi, dated 13th April 1922.

INDIA, WEST COAST—DELTA OF THE INDUS.

Hajamro Mouth—Beacon re-erected.

*No. 191 (first publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 35M. of 1922), are republished :—

Former Notice.—No. 125-M. of 1921. (*This Office No. 443 of 1921*) hereby cancelled.

Position.—Lat. $24^{\circ} 08' 10''$ N.

Long. $67^{\circ} 20' 30''$ E.

Details.—A beacon 50 feet in height, has been erected in the above position.

Charts affected.—No. 41, Cape Monze to Kediwari Mouth.

„ 39, Coasts of Sind and Cutch.

„ 826, Karachi to Vengurla.

Publication.—West Coast of India Pilot, 1919, page 331.

Authority.—Commissioner in Sind, Government House, Karachi dated 13th April 1922.

INDIA, WEST COAST—BOMBAY HARBOUR APPROACH.

Bombay Floating light vessel—Replaced in position with the submarine bell in working order.

No. 192 (first publication).—

Former Notice.—No. 120 of 1922.

Subject.—The unattended Bombay Floating light vessel, which was temporarily removed in April 1922, has now been replaced in her former position.

The Submarine bell is now in working order.

Position.—Lat. $18^{\circ} 50'$ N.

Long. $72^{\circ} 44'$ E.

Charts affected.—No. 2621, Bombay harbour.

„ 737, Arnala island to Kundari island.

„ 2736, Gulf of Kutch to Viziadrag.

„ 826, Karachi to Vengurla.

Publications.—West Coast of India Pilot, 1919, page 220.

List of Lights, Part VI, 1921, No. 384.

Authority.—Director, R. I. Marine, Bombay, telegram dated 2nd May 1922.

INDIA, WEST COAST—BOMBAY HARBOUR.

Steam Pilot Vessel replaced on station.

No. 193 (first publication).—

Former Notice.—No. 55 of 1922.

Subject.—The Steam Pilot Vessel which was temporarily withdrawn and replaced by a Sailing Pilot Schooner has been replaced on her former station.

Charts affected.—No. 655, Port of Bombay.

„ 2621, Bombay harbour.

„ 737, Arnala island to Kundari island.

Publication.—West Coast of India Pilot, 1919, page 228.

Authority.—Director, R. I. Marine, Bombay, telegram dated 5th May 1922.

The 28th April 1922.

BAY OF BENGAL—CHITTAGONG COAST.

South Patches light-vessel—Temporarily removed.

No. 166-I (second publication).—

Subject.—Owing to the damage sustained by the South Patches light which is not being shown, the light-vessel is removed from her station with effect from the 28th April 1922.

Position.—Lat. $21^{\circ} 29'$ N., long. $91^{\circ} 37'$ E.

Charts affected.—No 70, Bay of Bengal.

„ 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant Point.

Publications.—List of Lights, Part VI, 1921, No. 630.

Bay of Bengal Pilot, 1910, page 329.

Authority.—Port Officer, Chittagong, telegram dated the 27th April 1922.

BAY OF BENGAL.

Caution.—Report of derelict brig "*Rokhatoon*."

No. 167 (second publication).—

Subject.—A derelict brig is reported in the following position :—

Position (approx).—Lat. $21^{\circ} 7' N.$, long. $91^{\circ} 15' E.$

Subject.—The Master of the SS. *Chilka* reports having passed the abandoned and dismasted brig *Rokhatoon* of Chittagong in the following position :—

Position.—Lat. $21^{\circ} 14' N.$, long. $91^{\circ} 44' E.$, at a distance of 15 miles S. S. E. of South Patches light-vessel.

Caution.—Mariners are hereby warned that the derelict constitutes a danger to navigation.

Charts affected.—No. 70, Bay of Bengal.

„ 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant Point.

Authority.—Telegrams from the Port Officer, Chittagong and the Master of the SS. *Chilka*, dated respectively the 25th and 26th April 1922.

EASTERN ARCHIPELAGO—CELEBES, NORTH COAST.

Belonlioh Bay Entrance—Existence of Shoal.

No. 168 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 452 of 1922), are republished :—

Former Notice.—No. 774 of 1921. (*This office No. 273 of 1921.*)

Position.—At a distance of about 2 cables north-westward of the western extremity of the drying reef extending westward from Tanjong Bonto, and 8.40 cables 035° from the extremity of the point at Sentigi.

Lat. $1^{\circ} 21' N.$, long. $120^{\circ} 55' E.$ (*approx.*).

Depth.—2 fathoms (3^m7).

Charts affected.—No. 2662, Plan of Lingadang road and Belonlioh bay.

„ 3394, Tanjong Lutuno to Dondo point.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 554.

Authority.—Hague Notice No. 381 of 1922. (*H. 1454-22.*)

AUSTRALIA—VICTORIA, PORT PHILLIP.

Geelong Inner Harbour—Time Signal established.

No. 169 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 457 of 1922), are republished :—

Position.—On the outer end of Moorabool wharf.

Lat. $38^{\circ} 09' S.$, long. $144^{\circ} 22' E.$ (*approx.*).

Description.—A time ball.

Remarks.—The note "*Time Ball*" is to be placed against this wharf on the charts, and the following note is to be placed under the title of chart No. 2731 :—

"*TIME SIGNAL.*"

"*A Time Ball, situated on the Northern end of Morabool Wharf, is dropped daily (Sundays excepted) at 1^h 00^m 00^s Standard Time, corresponding to 15^h 00^m 00^s Greenwich Mean Time.*"

Charts affected.—No. 2731, Geelong harbour.

„ 1171, Geelong harbour (inset).

Publications.—List of Lights, Part VI., 1922, No. 5074a.

Australia Pilot, Vol. II., 1918, page 127.

Authority.—Sub-District Naval Officer, Geelong. (*H.* 1334-22.)

AUSTRALIA—NORTH-WEST COAST.

North West Cape—Existence of Wreck.

No. 170 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 458 of 1922), are republished :—

Position.—On the edge of the shore reef extending northward from North West Cape.

Lat. 21° 46' 30" S., long. 114° 10' 00" E. (*approx.*).

Description.—Standard wreck of a vessel, having the appearance of a hulk at anchor.

Note.—The note "*Conspicuous*" is to be placed against this wreck on the chart.

Chart affected.—No. 3187, Mangrove islands to North West cape.

Publication.—Australia Pilot, Vol. V., 1914, page 306.

Authority.—H. M. A. S. *Geranium*. (*H.* 1335-22.)

JAPAN—KIUSIU, EAST COAST.

Aburatsubo Harbour—Information with regard to Lights.

No. 171 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 460 of 1922), are republished :—

(1) Light established :

Position.—On Nagasaki no hana, at a distance of 1.50 cables 278° from the eastern extremity of the point.

Lat. 31° 34' N., long. 131° 24' E. (*approx.*).

Abridged description.—Lt. Occ. *ev.* 4 sec., 305 ft., *vis.* 7 m. (U.)

Characteristics :

Character.—Occulting white every four seconds, thus :

Light,	eclipse,
2 sec.	2 sec.

Elevation.—305 feet (93^m0).

Visibility.—7 miles, from 205° through west to 025°.

Power.—100 candles.

Structure.—White hexagonal stone tower, 22 feet (6^m7) in height.

Remarks.—The light is unwatched.

(2) Amended position of light :

Position.—On I saki, at a distance of about half a cable eastward from charted position, and 7.20 cables 152° from the light described in (1) above.

Description.—A *fixed* light with *white* and *red* sectors, as given in the Admiralty List of Lights.

Remarks.—The above lights in line bearing 002° lead through the channel westward of O sima.

Charts affected.—No. 626, Plan of Aburatsu harbour.

„ 358, Western coasts of Kiusiu and Honshū (1).

„ 1648, Osumi Kaikyo to O shima. (1).

„ 2412, Amoy to Nagasaki. (1).

Publications.—List of Lights, Part VI., 1922, No. 1866, 1866a.

Japan Pilot, 1914, page 91 ; Supplement No. 5, 1921.

Authority.—Tokyo, Department of Communications, Notice No. 2221 of 1921. (H. 389-22.)

JAPAN—HOKUSHU, SOUTH COAST.

Kushiro Road—Amendment to Chart.

No. 172 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 461 of 1922), are republished :—

Position.—Shireto bana lighthouse, lat. $42^{\circ} 58' N.$, long. $144^{\circ} 22' E$ (approx.).

Details.—The accompanying reproduction of a portion of the plan of Kushiro road on chart No. 991 shows the necessary corrections to that plan with regard to breakwaters, jetties and light-buoys, &c., also the position of a light at the entrance to the camber.

Chart affected.—No. 991, Plan of Kushiro road.

Publications.—List of Lights, Part VI., 1922, No. 2106.

Japan Pilot, 1914, page 722 ; Supplement No. 5, 1921.

Authority.—Tokyo, Department of Communications, Notice No. 2027 of 1921. (H. 205-22.)



PHILIPPINE ISLANDS—ILOILO STRAIT.

Iloilo, Pilots' Watch Tower—Light discontinued.

No. 173 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 465 of 1922), are republished:—

Position.—Lat. $10^{\circ} 42' N.$, long. $122^{\circ} 34' E.$ (*approx.*).

Description.—A fixed white light.

Remarks.—This light, which has been discontinued, is to be expunged from the charts.

Charts affected.—No. 2391, Iloilo strait and river, with plan.
 „ 2578, Eastern part of the Sulu or Mindoro sea
 „ 943, Molucca passage to Manila.

Publications.—List of Lights, Part VI, 1922, No. 1196.
 Eastern Archipelago Pilot, Part I, 1911, page 332.

Authority.—U. S. Hydrographer. (*H. 555-22.*)

JAPAN—HOKUSHU ISLAND, EAST COAST.

Suisho Jima—Shoals southward and eastward of.

No. 174 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 470 of 1922), are republished:—

(1) *Position*.—At a distance of 3.80 cables 159° from Tobi iso, the 3-ft. high rock on the southern side of Suisho jima.

Lat. $43^{\circ} 24' N.$, long. $145^{\circ} 56' E.$ (*approx.*).

Depth.— $5\frac{1}{4}$ fathoms (9^m6), rock.

(2) *Position*.—At a distance of one cable 060° from (1).

Depth.—5 fathoms (9^m1).

Remarks.—The 10-fathom contour line in the vicinity is to be amended on the charts to include the above depths.

(3) *Position*.—In Suisho channel, at a distance of 2.53 miles 337° from Norikaruushi saki, the south-western extremity of Yuru jima.

Lat. $43^{\circ} 27' N.$, long. $145^{\circ} 59' E.$ (*approx.*).

Depth.— $3\frac{1}{2}$ fathoms (6^m4) coarse sand.

Remarks.—The 5-fathom contour line northward of the above position is to be extended on the chart to include this depth.

Charts affected.—No. 1268, Plan of Go yo mai channel.

„ 507, Go yo mai channel to Nemoro kaikyo
 &c. (1), (2).

Publication.—Japan Pilot, 1914, pages 732, 734.

Authority.—Tokyo Notice No. 11 of 1922. (*H. 1424-22.*)

JAPAN.

Sumisu Shima (Smith Island)—Rock reported northward of.

*No. 175 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 471 of 1922), are republished :—

Position.—At a distance of about $3\frac{1}{2}$ miles northward of Sumisu shima.

Lat. $31^{\circ} 30' 05''$ N., long. $140^{\circ} 02' 00''$ E. (*approx.*).

Depth.—4 fathoms (7^m3).

Note.—The rock is known as “Shira ne” and this name is to be inserted on the charts.

Charts affected.—No. 2347, Honshu, Kiusiu and Shikoku, &c.

„ 781, Pacific ocean, north-west sheet.

„ 2459, North-west Pacific ocean, &c.

Publication.—Japan Pilot, 1914, page 216.

Authority.—Tokyo Notice No. 466 of 1921. (*H. 484-22.*)

JAPAN—KII CHANNEL.

Tachibana Ura—Existence of Rock.

*No. 176 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 472 of 1922), are republished :—

Position.—At a distance of 2 cables 000° from Maru shima summit and 075° from Yeboshi shima summit.

Lat. $33^{\circ} 55'$ N., long. $134^{\circ} 43'$ E (*approx.*).

Depth.—4 feet (1^m2).

Remarks.—This rock, which is of small extent, is to be indicated on the charts by the symbol for a rock with a depth of less than 6 feet.

Chart affected.—No. 1748, Tachibana ura.

Publication.—Japan Pilot, 1914, page 258.

Authority.—Tokyo Notice No. 409 of 1921. (*H. 7749-21.*)

CHINA, SOUTH COAST—HONGKONG ISLAND, NGANCHAU.

Nganchau am Pai—Correction to Chart No. 3605 with regard to Depth.

*No. 177 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 473 of 1922), are republished :—

Former Notice.—No. 1993 of 1921. (*This office No. 7 of 1922.*)

Position.—At a distance of about $1\frac{1}{2}$ cables westward from the western end of Nganchau.

Lat. $22^{\circ} 13'$ N., long. $114^{\circ} 11'$ E. (*approx.*).

Correction.—The least depth on this rock is $1\frac{1}{2}$ fathoms (2^m3), and not $2\frac{1}{2}$ fathoms as shown on the chart No. 3605, which was omitted from the list of charts affected by the former Notice. The chart is to be corrected accordingly.

Chart affected.—No. 3605, Hongkong to Mirs bay.

Authority.—Hydrographic Department. (*H. 1246-22.*)

GULF OF ADEN.

Aden Inner Harbour—Amended Position of Light-Buoy; Light-Buoy to be expunged from Charts.

No. 178 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 475 of 1922), are republished:—

Former Notice.—No. 18 of 1922. (*This office No. 497 of 1921.*)

(1) Amended position of light-buoy:

Position.—At a distance of about one cable westward from charted position, and 3·84 cables 296° from Flint island summit.

Lat. 12° 48' N., long. 44° 59' E. (*approx.*).

Description.—No. 4 black can light-buoy with fixed green light.

(2) Light-buoy to be expunged from charts:

Position.—At a distance of about one cable westward from (1).

Description.—Light-buoy with fixed green light.

Charts affected.—No. 3660, Aden harbour.

„ 7, Aden harbour and approaches.

Publication.—Red Sea Pilot, 1921, page 435.

Authority.—Director, Royal Indian Marine. (*H. 1017-22.*)

JAPAN—KIUSIU, SOUTH COAST.

Kagosima—Light-Buoy established in place of Buoy.

No. 179 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 479 of 1922), are republished:—

Position.—At a distance of about 1½ miles north westward from Kami ze light, in the position formerly occupied by No. 1 black conical buoy with cylindrical topmark, which has been withdrawn.

Lat. 31° 35' N., long. 130° 34' E. (*approx.*).

Description.—A light-buoy painted black exhibiting an *occulting white light every four seconds*, thus:—

Light,	eclipse,
2 sec.	2 sec.

Chart affected.—No. 372, Kagosima kaiwan.

Publication.—Japan Pilot, 1914, page 416.

Authority.—Tokyo, Department of Communications, Notice No. 80 of 1922. (*H. 1341-22.*)

CHINA, SOUTH-EAST COAST—KWANG CHAU WAN APPROACH.

Nau Chau Island—Shoal Depths northward of.

No. 180 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 497 of 1922), are republished:—

Position.—At a distance of 6 miles 358° from the flashing white light near the centre of Nau Chau is and.

Lat. 21° 00' N., long. 110° 36' E. (*approx.*).

Remarks.—The note "*Depths of 2½ fathoms in this vicinity (1921)*" is to be inserted on chart No. 3349 in the above position.

Note.—A depth of 2½ fathoms (5^m0) is to be inserted on chart No. 2062.

Charts affected.—No. 3349, Approach to Kwāng chau wan.

„ 2062, Tong king gulf.

Publication—China Sea Pilot, Vol. III., 1912, page 361.

Authority.—Paris Notice No. 161 of 1922. (*H.* 891-22.)

JAPAN—INLAND SEA, SUWO NADA.

Tokuyama Bay—Information with regard to Wreck.

No. 181 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 499 of 1922), are republished :—

(1) Wreck to be expunged from charts :

Position.—At a distance of about 1½ miles north-eastward from the summit of Iwa shima.

Lat. 34° 00' N., long. 131° 46' E. (*approx.*).

Details.—The wreck (1918) in the above position is to be expunged from the charts, together with the two buoys which formerly marked it.

(2) Buoy established to mark foul anchorage :

Position.—At a distance of about one cable south-eastward from the wreck mentioned in (1) above, and 1.55 miles 030° from Iwa shima summit.

Description.—A red conical buoy.

Remarks.—This buoy marks the centre of a circular area of one cable radius, within which wreckage is lying on the bottom.

Note.—This circular area is to be shown on chart No. 3153 in a pecked line, with the note "*Foul Anchorage. Wreckage (1921).*"

Charts affected.—No. 3153, Maruyama zaki to Ominase.

„ 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Tokyo Notice No. 410 of 1921. (*H.* 7798-21.)

AUSTRALIA, EAST COAST—QUEENSLAND.

Innamincka Shoal—Information with regard to Shoal north-westward of.

No. 182 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 516 of 1922), are republished :—

Position.—At a distance of about 19 miles north-westward of North reef lighthouse.

Lat. 22° 54' S., long. 151° 46' E. (*approx.*).

Details.—A report has recently been received that heavy breakers have been distinctly seen in the vicinity of the above position.

Note.—The note against the shoal shown on the chart in this position is to be altered to read "*Breaks heavily. P. A. (1922).*" The position is to be encircled by a danger line on charts Nos. 2759*a* and 780.

Charts affected.—No. 346, Keppel isles to Percy isles.

„ 2763, Coral sea and Great Barrier reefs—sheet 1.

„ 2759*a*, Australia—northern portion.

„ 780, Pacific ocean—south-west sheet.

Publication.—Australia Pilot, Vol. IV., 1917, page 67.

Authority.—Hydrographic Branch, Department of Defence, Melbourne. (*H. 1312-22.*)

PERSIAN GULF.

Shatt-al-Arab Entrance, Tidal Semaphore—Alteration in Night Signals.

No. 183 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 31M. of 1922), are republished:—

Former Notice No. 46M. of 1918. (Adm. No. 56 of 1919). (Calcutta Notice No. 121 of 1918).

Position.—Lat. 29° 50' 13" N., long. 48° 42' 48" E.

Details.—An acetylene Gas Plant has been installed at the Shatt-al-Arab Bar Semaphore which will, on and from May 1st, 1922, become self registering, and on and from that date the character of the lights will be altered to indicate the following depths on the bar by night.

These will supersede Signals previous to May 1922.

W—12 ft. G—13 ft.

W } —14 ft. R—15 ft.
G }

R } —16 ft. R } —17 ft.
R }

W } —18 ft. W } 19 ft.
R }

W } —20 ft. R } —21 ft.
R }
W }

W—22 ft. W } —23 ft.
R }
R }

Remarks.—Only similar lights occurring (when range of tide is from 12 ft. to 22 ft.) are 12 ft., 22 ft., 14 ft. and 22 ft. 6 in.

The lower white light on Semaphore Mast indicates 12 ft. Signal and the upper white light 22 ft. Signal. Green light for 6 inches not shown until 15 ft. 6 in.

Note.—R. indicates red-light, G. green light and W. white light.

Publication.—Persian Gulf Pilot, 1915, page 281, Supplement No. 6, 1921.

Authority.—Port Officer, Basrah.

PERSIAN GULF—KUWAIT HARBOUR.

Rasat Arz—Light temporarily extinguished.

No. 184 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 33M. of 1922), are republished :—

Former Notice.—No. 113-M. of 1921. (*This Office No. 411 of 1921*).

Position.—Lat. 29° 21' N., long. 48° 06' E. (approx.).

Details.—Owing to alterations to building the light exhibited from its roof has been temporarily removed.

Charts temporarily affected.—No. 22, Kuwait Harbour.

„ 2837b, Persian Gulf, Western sheet.

Publications.—List of Lights, Part VI, 1922, No. 303.

Indian List of Lights, 40th issue, 1921, No. 24.

Persian Gulf Pilot, 1915, page 148, Supplement No. 6, 1921.

Authority.—Resident, Bushire. Telegram dated 15th April 1922.

INDIA, WEST COAST.

Cochin harbour entrance—Buoys removed for S. W. Monsoon.

No. 185 (second publication).—The Presidency Port Officer, Madras, has given notice No. 34 of 1922 that the Bar and Spit Buoys at the Cochin Harbour entrance and the Quarantine Buoy in the inner harbour will be removed for the ensuing monsoon on or about the 15th May 1922.

CHINA—YANGTZE RIVER.

Demodocus Channel, western entrance—Characteristics of buoy changed.

No. 186 (second publication).—The Coast Inspector, Shanghai, has given notice (No. 749 of 1922) that the characteristics of the buoy marking the north side of the western entrance to Demodocus Channel, Yangtze River, have been changed from a red spherical buoy to a red conical buoy.

CHINA, EAST COAST—YANGTZE RIVER.

North Channel entrance, Tsungming Crossing—Light buoys moved ; Caution.

No. 187 (second publication).—The following Notice to Mariners No. 750 of 1922, issued by the Coast Inspector, Shanghai, is republished :—

“Referring to Special Notice to Mariners No. 623, notice is hereby given that, owing to the shoaling of the western end of the Tsungming Crossing, North Channel Entrance to the Yangtze River, the following buoys have been moved :—

The Crossing Light-buoy has been moved, and, from the new position of the buoy, Middle Island Beacon bears S. 19½° E., distant 2.91 miles, its characteristics remaining unchanged.

The West Spit Light-buoy has been moved, and, from the new position of the buoy, Middle Island Beacon bears S. 73° E., distant 3.96 miles, its characteristics remaining unchanged.

NOTE.

The position of Middle Island Beacon referred to above is that advertised in Notice to Mariners No. 746, dated 11th February 1922.

CAUTION.

The Crossing as now buoyed provides a passage with a least depth of 14 feet, but a gradual shoaling may be expected, and mariners are warned to navigate the vicinity with caution.

All bearings given are magnetic, and depths are those of low water of extraordinary spring tides."

AUSTRALIA, NORTH-WEST COAST—CAMBRIDGE GULF.

Medusa Banks—Buoy to be established.

No. 188 (second publication).—

Subject.—A buoy will be established off the north-western extremity of the Medusa Banks on or about 17th May 1922.

Position.—The buoy will be moored off the north-western extremity of Medusa Banks in about ten fathoms of water.
Lat. $14^{\circ} 29' S.$, long. $128^{\circ} 18' E.$ on Chart No. 1387.

Description.—Black buoy surmounted by a staff and cage.

Note.—No further notice will be given.

Charts affected.—No. 1387, Lacrosse Island to Reveley Island.

„ 1047, Cape Ford to Buccaneer Archipelago.

„ 475, North-west Coast of Australia with the off-lying Islands and Reefs.

„ 2759a, Australia, Northern portion.

Publication.—Australia Pilot, Vol. V., 1914, page 135.

Authority.—Melbourne Notice No. 2 of 1922.

AUSTRALIA, NORTH COAST—TORRES STRAIT, FLINDERS PASSAGE.

Wednesday Spit—Buoy to be withdrawn.

No. 189 (second publication).—

Subject.—The Red Buoy moored off Wednesday Spit will be withdrawn on or about 1st May 1922.

Position.—Off the west extreme of Wednesday Spit.
Lat. $10^{\circ} 32' S.$, long. $142^{\circ} 14' E.$, on Chart No. 691.

Description.—A Red Buoy.

Note.—No further notice will be given.

Charts affected.—No. 691, Normanby Sound and Prince of Wales Channel.

„ 437, Albany Pass to Booby Island.

Publication.—Australia Pilot, Vol. III., 1916, page 228.

Authority.—Melbourne Notice No. 3 of 1922.

The 20th April 1922.

CHINA, EAST COAST—FORMOSA STRAIT, HU I TAU BAY ENTRANCE.

Dodd Island Light—Red Sectors discontinued.

No. 149 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 376 of 1922), are republished:—

Former Notice.—No. 1697 of 1921. (*This Office No. 434 of 1921.*)

Position.—Lat. $24^{\circ} 26'$ N., long. $118^{\circ} 30'$ E. (*approx.*).

New abridged description.—Lt. Gp. Fl. (2) ev. 15 sec., 147 ft., vis. 18 m.

Details.—The red sectors of this light have been discontinued, and the light now shows *group flashing white* all round the horizon.

Charts affected.—No. 1959, Hu i tau and Chimo bays.

„ 1760, The Brothers to Ocksen islands.

„ 1968, Formosa island and strait.

„ 2412, Amoy to Nagasaki.

Publications.—List of lights, Part VI., 1922, No. 1544.

China Sea Pilot, Vol. V., 1912, pages 135, 136.

Authority.—Shanghai Notice No. 740, dated 14th November 1921. (*H. 5791-21.*)

EASTERN ARCHIPELAGO—CELEBES, NORTH-WEST COAST.

Salanro Islands Light—Arc of Visibility.

No. 150 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 380 of 1922), are republished:—

Position.—Lat. $1^{\circ} 21'$ N., long. $120^{\circ} 48'$ E. (*approx.*).

Details.—This *group flashing white* light is visible all round the horizon, except where obscured by the high land on Pulo Dalangan, Pulo Kapas and the mainland.

Note.—The obscured sector covering the mainland is to be expunged from the chart.

Chart affected.—No. 3394, Tanjong Lutuno to Dondo point.

Publication.—List of Lights, Part VI., 1922, No. 1032.

Authority.—Hague Notice No. 199 of 1922. (*H. 774-22.*)

PHILIPPINE ISLANDS—MINDANAO, SOUTH-EAST COAST.

Cape San Agustin—Light established.

No. 151 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 381 of 1922), are republished:—

Position.—Near the extremity of Cape San Agustin.

Lat. $6^{\circ} 16' 00''$ N., long. $126^{\circ} 12' 10''$ E.

Abridged description.—Lt. Occ. ev. 16 sec., 132 ft., vis. 14 m.

Characteristics:

Character.—Occulting white every sixteen seconds, thus:

Light,	eclipse,
12 sec.	4 sec.

Elevation.—132 feet (40^m2).

Visibility.—14 miles.

Structure.—White steel framework, 52 feet (15^m8) in height.

Charts affected.—No. 2575, Eastern part of the Celebes sea.

„ 943, Molucca passage to Manila.

„ 1263, China sea.

„ 781, Pacific ocean—north-west sheet.

Publications.—List of Lights, Part VI., 1922, No. 1155a.

Eastern Archipelago Pilot, Part I., 1911, pages 643, 704.

Authority.—Manila Notice No. 617 of 1921. (*H. 53-22.*)

MALACCA STRAIT—DURIAN STRAIT.

Melvill Reef Light—Alteration in Colour.

No. 152 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 382 of 1922), are republished:—

Position.—Lat. $0^{\circ} 52' N.$, long. $103^{\circ} 37' E.$ (*approx.*).

New abridged description.—(U) Lt. Fl. Gn. ev. 3 sec., 34 ft., vis. 10 m.

Alteration.—The colour of this flashing light has been altered from white to green.

Note.—Middelburg reef flashing red light, situated about $2\frac{1}{2}$ miles westward of Melvill reef, is not shown on chart No. 1355, and is to be inserted thereon.

Charts affected.—No. 2402, Straits of Durian, Sugi, and Chombol.

„ 2757, Banka strait to Singapore.

„ 941a, Eastern Archipelago—sheet 1.

„ 1355, Malacca strait.

„ 2660a, China sea, southern portion—western sheet.

Publications.—List of Lights, Part VI., 1922, No. 782.

China Sea Pilot, Vol. II., 1915, page 329.

Authority.—Hague Notice No. 35 of 1922. (*H. 323-22.*)

STRAIT OF MAKASSAR—BORNEO, EAST COAST.

Pamukan Bay Approach—Non-existence of Breakers.

No. 153 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 383 of 1922), are republished:—

Position.—At a distance of about 30 miles eastward of Pamukan bay entrance.

Lat. $2^{\circ} 40' S.$, long. $117^{\circ} 00' E.$ (*approx.*).

Remarks.—The note “Breakers reported” in the vicinity of the above position is to be expunged from the charts.

Charts affected.—No. 2637, South part of the Strait of Makassar.

„ 941b, Eastern Archipelago—sheet 2.

„ 2759a, Australia—northern portion.

Authority.—Netherlands Government Charts. (*H. 669-22.*)

PHILIPPINE ISLANDS—LUZON, MANILA BAY.

Sangley Point Light—Obscured between certain Bearings.

No. 154 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 387 of 1922), are republished:—

Position.—Lat. $14^{\circ} 30' N.$, long. $120^{\circ} 55' E.$ (*approx.*).

Details.—The alternating white and red light on Sangley point is obscured by oil tanks from 165° to 262° , and from 286° to 291° .

Charts affected.—No. 3487, Manila and Kavite anchorages.

„ 976, Manila bay.

Publications.—List of Lights, Part VI., 1922, No. 1280.

China Sea Pilot, Vol. IV., 1912, page 226.

Authority.—Manila Notice No. 619 of 1921. (*H. 598-22.*)

PHILIPPINE ISLANDS—LUZON, MANILA BAY.

La Monja Light—Alteration in Character.

No. 155 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 388 of 1922), are republished:—

Position.—Lat. $14^{\circ} 23' N.$, long. $120^{\circ} 31' E.$ (approx.).

New abridged description.—Lt. Gp. Fl. (2) Red. ev. 5 sec., 129 ft., vis. 9 m.

Alteration.—The character of the light has been altered from flashing red to group flashing red showing two flashes every five seconds.

Charts affected.—No. 976, Manila bay.

„ 2661b, China sea, northern portion—eastern sheet.

„ 943, Molucca passage to Manila.

Publications.—List of Lights, Part VI., 1922, No. 1275.
China sea Pilot, Vol. IV., 1912, page 225.

Authority.—U. S. List of Lights. (H. 7791-21.)

JAPAN—KIUSIU, WEST COAST.

Tera Shima Light—Alteration in Character.

No. 156 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 389 of 1922), are republished:—

Position.—Lat. $32^{\circ} 36' N.$, long. $130^{\circ} 28' E.$ (approx.).

New abridged description.—Lt. Fl. W. R. ev. 3 sec., 27 ft., vis. 10 m. (U).

Alteration.—The character of the light has been altered from fixed with white and red sectors to flashing with white and red sectors every three seconds.

Remarks.—The visibility of the light is now 10 miles. In other respects the light is unaltered.

Charts affected.—No. 3112, Misumi ko fukin.

„ 3692, Shimabara kaiwan.

„ 836, Amakusa islands and Yatsushiro sea.

Publications.—List of Lights, Part VI., 1922, No. 1881.
Japan Pilot, 1914, pages 450, 451.

Authority.—Tokyo, Department of Communications Notice No. 16 of 1922. (H. 1006-22.)

AFRICA, EAST COAST—TANGANYIKA TERRITORY.

Mafia Channel—Alterations in Buoyage.

No. 157 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 390 of 1922), are republished:—

(1) Buoy to be inserted on charts:

Position.—On the western side of Sefo reef in Msala channel.
Lat. $7^{\circ} 50' 12'' S.$, long. $39^{\circ} 33' 40'' E.$

Description.—A black and white spar buoy.

Remarks.—The beacon close eastward of the above position is non-existent and is to be expunged from the charts.

(2) Amended positions and descriptions of buoys:

(a) *Position.*—Marking the northern end of Niororo island reef, at a distance of about $3\frac{1}{2}$ cables south-eastward from charted position.

Lat. $7^{\circ} 36' 05''$ S., long. $39^{\circ} 40' 30''$ E.

Description.—A black conical buoy with triangle topmark.

(b) *Position.*—Near the northern end of Salim bank, at a distance of about $3\frac{1}{2}$ cables south-westward from charted position.

Lat. $7^{\circ} 50' 20''$ S., long. $39^{\circ} 35' 50''$ E.

Description.—A black conical buoy.

(c) *Position.*—Marking the edge of the reef extending southward from Ras Kisimani.

Lat. $7^{\circ} 58' 50''$ S., long. $39^{\circ} 35' 40''$ E.

Description.—A conical buoy painted in black and white chequers.

(3) Buoys to be expunged from charts:

(a) *Position.*—Lat. $7^{\circ} 25'$ S., long. $39^{\circ} 28'$ E. (*approx.*).

Description.—A black and white spar buoy with two triangles as topmark.

(b) *Position.*—Lat. $8^{\circ} 43'$ S., long. $39^{\circ} 28'$ E.

Description.—A black conical buoy.

Charts affected.—No. 1032, Channels between Kilwa point and North Mafia channel.

„ 662, Kilwa point to Zanzibar channel.

Publications.—Africa Pilot, Part III, 1915, pages 342, 358, 359, 361, 363; Supplement No. 5, 1921.

Authority.—Director of Marine, Dar es Salaam. (*H.* 8659-19).

CHINA, SOUTH COAST—CANTON RIVER.

Wangmun Entrance—Amendments to Charts.

No. 158 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 393 of 1922), are republished:—

Position.—Wangmun entrance light, lat. $22^{\circ} 36'$ N., long. $113^{\circ} 37'$ E. (*approx.*).

Details.—Amendments to charts Nos. 3682, 3588, 2562 and 3026 with regard to depths in Wangmun entrance, are shown on the accompanying reproduction of portions of those charts.

Charts affected.—No. 3682, Kap sing mun to Boca Tigris—northern sheet.

„ 3588, Canton river delta.

„ 2562, Canton river with its western branches.

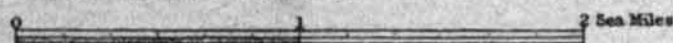
„ 3026, Macao to Pedro Blanco, including Hong-kong.

Publications.—China Sea Pilot, Vol. III., 1912, page 442; Supplement No. 6, 1921.

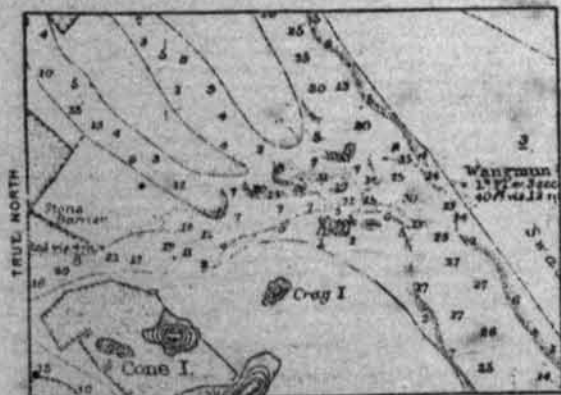
Authority.—H.M. Surveying Vessel *Merlin*. (H. 415-22.)



Reproduction of Portion of Chart N°3682.



Reproduction of Portion of Chart N°3026



Reproduction of Portion of Chart N°3588.



Reproduction of Portion of Chart N°2562.



AFRICA, EAST COAST—TANGANYIKA TERRITORY, TANGA APPROACH.

Ras Kasone—Signal Beacon Established.

*No. 159 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 397 of 1922), are republished:—

Position.—Lat. $5^{\circ} 03' 35''$ S., long. $39^{\circ} 07' 38''$ E. (*approx.*).

Description.—A steel framework structure 59 feet (18^m0) in height, carrying a yard braced North and South. The yard is slung at an elevation of 95 feet (29^m0) above high water.

Remarks.—A black ball is hoisted at the northern yardarm when a vessel is observed entering the Ship channel, and lowered to half mast when the vessel is abreast Ulenge reefs buoy. The ball is hauled down when the vessel is rounding Ras Kasone buoy.

A black diamond shape is hoisted at the southern yardarm and lowered in a similar manner, to indicate the movements of the second vessel, should there be more than one vessel entering the harbour at the same time.

Charts affected.—No. 663, Mansa and Tanga bays.
 „ 1390, Chale point to Pangani.
 „ 664, Zanzibar to Malindi.

Publications.—Africa Pilot, Part III., 1915, page 449, Supplement No. 5, 1921.

Authority.—Director of Marine, Dar-es-Salaam. (*H. 1081-22.*)

CHINA, EAST COAST—KYAU CHAU BAY ENTRANCE.

(1) *Arkona Islet Light—Alteration in Character.*

(2) *Hui Chuen-Point-Light-and-Bell-Buoy established westward of; Buoy withdrawn.*

*No. 160.—(third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 406 of 1922), are republished:—

(1) **Arkona Islet Light.**

Position.—Lat. $36^{\circ} 03'$ N., long. $120^{\circ} 19'$ E. (*approx.*).

New abridged description.—Lt. Occ. *R. ev.* 6 sec., 101 ft., vis. 15 m. (U)

Alteration.—The character of the light has been altered from flashing white to *occulting red every six seconds*, thus:—

Light,	eclipse.
3 sec.	3 sec.

Remarks.—The visibility of the light is now 15 miles.

(2) **Hui Chuen Point.**

Position.—At a distance of about 5 cables westward of Hui Chuen Point, and 7.20 cables 158° from Arkona islet light.

Lat. $36^{\circ} 02'$ N., long. $120^{\circ} 19'$ E. (*approx.*).

Description.—A conical light-and-bell-buoy painted red and numbered “12,” exhibiting a *flashing white light every three seconds*.

Remarks.—No. 12 unlighted buoy with two triangles as topmark, close south-eastward of the above position, has been withdrawn and is to be expunged from the charts.

Charts affected.—No. 857, Kyau chau bay.
 „ 1255, Kyau chau bay to Lai chau bay.
 „ 3480, Shantung promontory to Nagasaki. (1)
 „ 1262, Hongkong to Gulf of Lian-tung. (1)
 „ 781, Pacific Ocean—north-west sheet. (1)
 „ 2459, North-west Pacific Ocean, &c.

Publications.—List of Lights, Part VI., 1922, No. 1603.
 China Sea Pilot, Vol. V., 1912, page 413; Supplement No. 6, 1921.

Authority.—Tokyo Notices Nos. 1 and 2 of 1922. (H. 1074 & 1075-22.)

JAPAN—KOREA STRAIT, TSU SIMA.

Izuhara Ko—Leading Lights established. Information with regard to Beacons.

No. 161 (third publication).—The following particulars, etc. relative to the above, issued by the British Admiralty (No. 413 of 1922), are republished:—

(1) Leading lights established:

(a) Front light:

Position.—At a distance of about $1\frac{1}{2}$ cables north-westward of Shigano hana.

Lat. $34^{\circ} 11' 52''$ N., long. $129^{\circ} 17' 13''$ E.

Abridged description.—Lt. F. R.

Description.—A fixed red light.

Structure.—White wooden structure.

(b) Rear light:

Position.—At a distance of 0.75 of a cable, 313° from front light.

Abridged description.—Lt. F.

Description.—A fixed white light.

Structure.—White wooden structure.

Remarks.—These lights are in line when bearing 313° .

(2) Existence of beacon:

Position.—At a distance of about $2\frac{1}{2}$ cables north-westward of Yara zaki.

Lat. $34^{\circ} 11' 46''$ N., long. $129^{\circ} 17' 35''$ E.

Description.—A bamboo beacon with triangular topmark.

(3) Non-existence of beacon:

Position.—At a distance of about half a cable north-westward of the extremity of Yara zaki.

Remarks.—The beacon with triangular topmark in the above position is to be expunged from the chart.

Charts affected.—No. 874, Plan of Izuhara ko and Azu ko.

„ 2385, Tsu sim. (1).

Publications.—List of Lights, Part VI., 1922, Nos. 1908a and b.
 Japan Pilot, 1914, page 547.

Authority.—Tokyo Notice No. 389 of 1921. (H. 7748-21.)

RED SEA.

Port Sudan to Aden—Cable Buoys to be established temporarily.

No. 162 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 429 of 1922), are republished:—

Notice is given that, between about the 22nd March and 1st April 1922, five buoys will be temporarily placed in the following approximate positions, in connection with the work of laying a new cable between Port Sudan and Aden:—

- (1) Lat. $16^{\circ} 56' 40''$ N., long. $40^{\circ} 15' 00''$ E.
- (2) „ $19^{\circ} 31' 24''$ N., „ $37^{\circ} 33' 15''$ E.
- (3) „ $18^{\circ} 52' 35''$ N., „ $38^{\circ} 49' 00''$ E.
- (4) „ $13^{\circ} 05' 00''$ N., „ $43^{\circ} 07' 45''$ E.
- (5) „ $12^{\circ} 3' 10''$ N., „ $44^{\circ} 03' 30''$ E.

Remarks.—Nos. (1) and (2) will be unlighted buoys, and the remainder will be light-buoys. Their descriptions are not stated.

Note.—Further Notice will be given when the buoys have been withdrawn.

Charts temporarily affected.—No. 164, Massawa channel. (1).
 „ 81, Mersa Darúr to Trinkitat. (2)
 „ 3180, Straits of Bab-el-mandeb and approaches. (4), (5).
 „ 8c, Red sea—sheet III. (3).
 „ 8d, Red sea—sheet IV. (1).
 „ 8e, Red sea—sheet V. (4), (5).
 „ 6b, Gulf of Aden—western portion. (5).
 „ 2523, Red sea.
 „ 1012, Arabian sea. (5).

Publications.—Red Sea, &c., Pilot, 1921, page 35.

Authority.—Eastern Telegraph Company. (H. 1314-22.)

KOREA, SOUTH-EAST COAST.

Fusan Harbour Entrance—Alterations in Buoyage.

No. 163 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 435 of 1922), are republished:—

Former Notice.—No. 1306 of 1921. (This Office No. 346 of 1921).

(1) Light-buoy withdrawn:

Position.—On the western side of the dredged channel, near the outer end of the south breakwater under construction.

Lat. $35^{\circ} 06'$ N., long. $129^{\circ} 04'$ E. (approx.)

Description.—A black light-buoy with flashing red light.

(2) Light-buoy re-established:

Position.—Off Pupon Kutsu, at a distance of 2·00 cables 023° from Uno se lighthouse.

Description.—A red soherical light-buoy exhibiting a *flashing white light every three seconds.*

(3) Buoy established:

Position.—At a distance of 1·80 cables 210° from Uno se lighthouse.

Description.—A black conical buoy with cylindrical topmark.

Remarks.—This buoy marks the outer edge of the rubble mound forming the end of the south break-water.

Chart affected.—No. 1259, Fusan harbour.

Publication.—E.C. Korea, &c., Pilot, 1913, page 77; Supplement No. 6, 1921.

Authority.—Chosen Notice No. 265 of 1921. (H. 974-22).

PHILIPPINE ISLANDS—LUZON ISLAND, MANILA BAY.

Kavite—Buoys established to mark Dredged Channel.

No. 164 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 436 of 1922), are republished:—

Position.—Sangley point lighthouse, lat. 14° 30' N., long. 120° 55' E. (*approx.*).

Details.—Seven buoys have been established to mark the dredged channel leading to a fuelling wharf on the southern side of Sangley point. The positions and descriptions of the buoys are as follows:—

Distance and bearing from Sangley point lighthouse.	Description.
(a) 4·60 cables 075°	... Red conical buoy.
(b) 5·10 „ 081°	... Black conical buoy.
(c) 2·79 „ 080°	... Red spar buoy.
(d) 1·00 „ 144°	... Red conical buoy with ball topmark.
(e) 2·40 „ 152°	... Black conical buoy with ball topmark.
(f) 1·50 „ 189°	... Mooring-buoy.
(g) 2·41 „ 225°	... Not stated.

Note.—The note “Dredged Channel” is to be placed on the chart against this channel.

Chart affected.—No. 3487, Manila and Kavite anchorages.

Publication.—China Sea Pilot, Vol. IV., 1912, pages 236, 237.

Authority.—U. S. Hyd. Office Notice No. 539 of 1922. (H. 1238-22.)

INDIA, WEST COAST—GULF OF CAMBAY.

Dholera—Light to be abolished.

No. 165 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 27M. of 1922), are republished:—

Position.—On West bank of Sabarmatti river, 3 miles southward of East Cape.

Lat. $22^{\circ} 08' N.$, long. $72^{\circ} 20' E.$ (Approximate).

Details.—The fixed white light exhibited from Dholera Light house will be discontinued from 1st April 1922, and is to be expunged from the charts.

Charts affected.—No. 51, Gulf of Cambay.

„ 2736, Gulf of Cutch to Viziadrag.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

„ 748b, Indian Ocean, Northern portion.

Publications.—List of Lights, Part VI., 1922, No. 366.

Indian List of Lights, 40th issue, 1921, No. 75.

West Coast of India Pilot, 1919, page 267.

Authority.—Commissioner of Customs, Salt and Excise, Bombay, dated 24th March 1922.

P. G. GLANVILLE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, MAY 24, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.

H. E. SPRY,

Secretary to the Government of Bengal,

Marine Department (offg.).

CALCUTTA, the 12th May 1922.

—NEW ZEALAND, NORTH ISLAND.

Auckland Harbour—Prohibited Anchorage.

No. 194 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 191 of 1922), are republished:—

Position.—Resolution point, lat. $36^{\circ} 51'$ S., long. $174^{\circ} 48'$ E. (*approx.*).

Details.—A prohibited anchorage, within which telephone cables have been laid, has been established between the following limits:—

(a) A line joining Resolution point and the south-eastern corner of Victoria wharf, Depot point.

(b) A line drawn parallel to limit (a) and at a distance of 1.40 cables eastward from it.

Note.—This prohibited anchorage is to be inserted on the charts.

Remarks.—The direction of the cables will be indicated by the alignment of two light-beacons which it is intended to establish near Depot point, concerning which further Notice will be given when information has been received.

Charts affected.—No. 1970, Auckland harbour and approaches.
 „ 1896, Entrances to Auckland harbour.

Publication.—New Zealand Pilot, 1919, page 188.

Authority.—Wellington Notice No. 67 of 1921. (*H.* 187-22.)

CEYLON, EAST COAST.

Komuriya Ridge—Caution with regard to Currents in vicinity.

No. 195 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 203 of 1922), are republished:—

Position.—Komuriya ridge, lat. $7^{\circ} 00' N.$, long. $81^{\circ} 54' E.$ (*approx.*).

Caution.—Vessels navigating the east coast of Ceylon in the vicinity of Komuriya ridge should exercise great caution, as the currents are variable and frequently set towards the shore.

Note.—A note to the above effect is to be inserted on the charts.

Charts affected.—No. 813, Ceylon, south part—south of latitude $7^{\circ} 20' N.$

„ 828, Cape Comorin to Cocanada.

Publications.—Bay of Bengal Pilot, 1910, pages 78, 87 to 91, 152.
 Bay of Bengal Pilot, 1921 (*in press*).

Authority.—British India Steam Navigation Company. (*H.* 7873-21.)

RED SEA.

Suez Bay—Correction to Chart No. 233 with regard to Light on Light-Buoy.

No. 196 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 210 of 1922), are republished:—

Former Notice.—No. 113 of 1922. (*This Office No. 96 of 1922.*)

Position.—West Spit light-buoy, lat. $29^{\circ} 54' N.$, long. $32^{\circ} 32' E.$

Details.—The alteration in the light on the above light-buoy from fixed red to *flashing red*, notified in the former Notice, also affects the undermentioned chart which was not included in the list of charts affected.

Chart affected.—No. 233, The Suez canal (Compartment E).

Authority.—Hydrographic Department. (*H.* 515-22.)

NEW ZEALAND—NORTH ISLAND, MANUKAU HARBOUR ENTRANCE.

Mahanihani (South Head) Leading Lights—Alteration in Arcs of Visibility.

No. 197 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 531 of 1922), are republished:—

Former Notice.—No. 1883 of 1921. (*This office No. 481 of 1921.*)

(a) Rear light:

Position.—On the signal mast on South head.Lat. $37^{\circ} 03'$ S., long. $174^{\circ} 33'$ E. (*approx.*).*Alteration.*—This *occulting white* light is now visible from 002° through east to 112° , and not as stated in the former Notice.

(b) Front light:

Position.—At a distance of 1.67 cables, 250° , from rear light.*Alteration.*—This *occulting white* light is now visible from 017° through east to 114° , and not as stated in the former Notice.*Chart affected.*—No. 2726, Manukau harbour.*Publications.*—List of Lights. Part VI., 1922, Nos. 2963, 2964.

New Zealand Pilot, 1919, pages 67, 68, 70; Supplement No. 2, 1921.

Authority.—Wellington Notice No. 63 of 1921. (*H. 455/22.*)

NEW ZEALAND—NORTH ISLAND, AUCKLAND APPROACH.

*D'Urville Rocks—Beacon disappeared.**No. 198 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 532 of 1922), are republished:—*Position.*—Lat. $36^{\circ} 43'$ S., long. $175^{\circ} 01'$ E. (*approx.*).*Details.*—The beacon formerly marking D'Urville rocks has disappeared and is to be expunged from the charts.*Charts affected.*—No. 1896, Entrances to Auckland harbour.

,, 2543, Maunganui bluff to Manukau harbour, and Tutukaka harbour to Mayor island.

Publication.—New Zealand Pilot, 1919, page 202.*Authority.*—H.M.N.Z.S. *Chatham*, Hyd. Note No. 1 of 1922. (*H. 1161-22.*)

ARABIAN SEA—MAKRAN COAST.

*Gwatar Bay—Existence of Shoals.**No. 199 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 541 of 1922), are republished:—*Position.*—Jiunri (Jumari) village, lat. $25^{\circ} 03'$ N., long. $61^{\circ} 44'$ E. (*approx.*).*Details.*—Shoal depths exist near the eastern shore of Gwatar bay in the following positions:—

Distance and bearing from charted position of centre of Jiunri village.

Depth.

(a) 1.90 miles 261°	3 fathoms (5^m5).
(b) 1.90 miles 283°	$2\frac{1}{2}$ „ (4^m6).
(c) 2.30 miles 248°	$2\frac{3}{4}$ „ (5^m0).

Chart affected.—No. 38. Plan of Gwatar bay.*Publication.*—Persian Gulf Pilot, 1915, page 177.*Authority.*—H.M.S. *Cyclamen*, Remark Book, 1921. (*H. 1775-22.*)

JAVA, NORTH COAST.

Semarang Bay—Light established ; Light Buoy withdrawn.

No. 200 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 547 of 1922), are republished :—

Position.—On the outer extremity of the western mole at Semarang, at a distance of about 2 cables northward of the fixed green light.

Lat. $6^{\circ} 56'$ S., long. $110^{\circ} 24'$ E. (*approx.*).

Abridged description.—Lt. Fl. ev. 3 sec., 30 ft., vis. 10 m.

Characteristics :

Character.—*Flashing white every three seconds, thus :*

Flash,	eclipse,
1 sec.	2 sec.

Elevation.—30 feet (9^m1).

Visibility.—10 miles.

Structure.—White iron framework, 26 feet (7^m9) in height.

Remarks.—The light-buoy with occulting white light, formerly situated off the end of the western mole, has been withdrawn.

Charts affected.—No. 932, Plan of Semarang bay.

„ 1653, Island of Java—western portion.

Publications.—List of Lights, Part VI., 1922, No. 895a.

Eastern Archipelago Pilot, Part II. 1913, page 117 ;
Supplement No. 5, 1921.

Authority.—Hague Notice No. 313 of 1922. (*H. 1449-22.*)

MADAGASCAR, EAST COAST.

Cape Amber to Andrava Bay—Amendments to Charts.

No. 201 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 548 of 1922), are republished :—

Position.—Cape Amber, lat. $11^{\circ} 58'$ S., long. $49^{\circ} 17'$ E. (*approx.*).

Details.—General amendments to charts Nos. 758, 2762, 2899 and 597 with regard to the coast of Madagascar and offlying shoals and depths, between Cape Amber and Andrava bay, are shown on the accompanying reproductions of portions of those charts.

Charts affected.—No. 758, Cape St. Andrew to Antongil bay.

„ 2762, Comoro Islands.

„ 2899, Chagos archipelago to Madagascar.

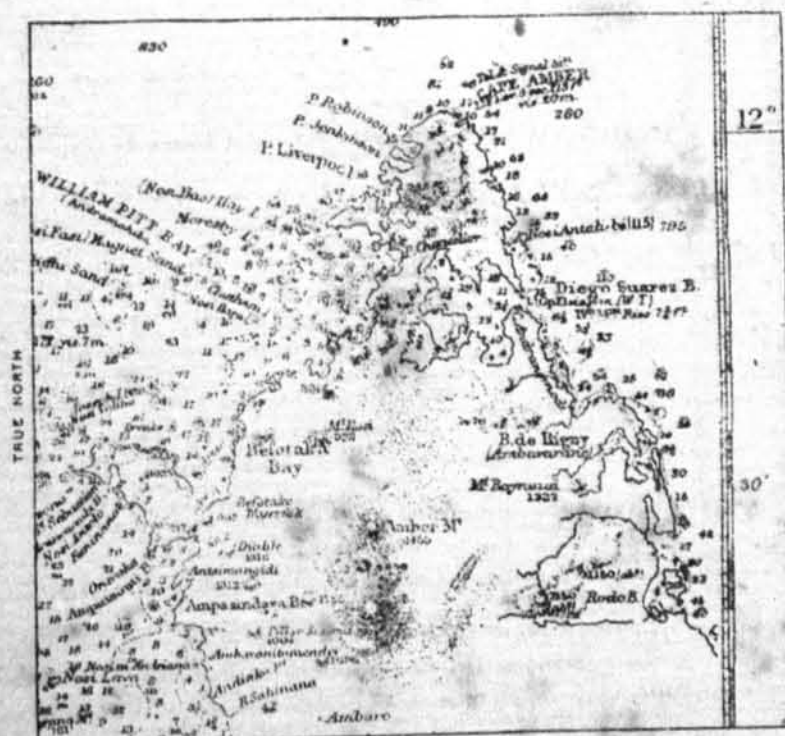
„ 597, Delagoa bay to Cape Guardafui.

Publications.—South Indian Ocean Pilot, 1911, pages 236 to 254 ;
Supplement No. 6, 1921.

Authority.—Hydrographic Department and French Government Charts. (*H. 7665-21.*)



Reproduction of Portion of Chart N° 758.
0 10 20 30 40 50 Miles



Reproduction of Portion of Chart N° 2762

PERSIAN GULF—SHATT-AL-ARAB APPROACH.

Pilot Vessel temporarily off station.

No. 205 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 37M. of 1922), are republished :—

Position.—Shatt-al-Arab Light-Vessel.

Lat. $29^{\circ} 44\frac{1}{2}'$ N., long. $48^{\circ} 48\frac{1}{2}'$ E. (*approx.*).

Details.—The Steam Pilot Vessel "Alert" will be off her station for a few days from 15th May 1922, during which time Pilots can be obtained from the Shatt-al-Arab Light-vessel.

Note.—Vessels must use their own boats for transshipping the Pilots.

Authority.—The Port Officer, Busrah, dated 11th April 1922.

INDIA, WEST COAST.

Cochin Harbour Approach—Report of sunken lighters.

No. 206 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 38M. of 1922), are republished :—

Details.—Two Cargo lighters loaded with rice are reported to have sunk in the following position and that they will probably break up shortly.

Position.—At a distance of about 3 miles, 281° from the Cochin Light house, in 7 fathoms.

Lat. $9^{\circ} 58\frac{1}{2}'$ N., long. $76^{\circ} 11'$ E. (*approx.*).

Note.—Meanwhile the above constitute a danger to vessels approaching the port.

Charts temporarily affected.—No. 749, West Coast of India, Sheet XI.

„ 827, Vengurla to Cape Comorin.

Authority.—Presidency Port Officer, Madras, Notice No. 36, dated 24th April 1922.

BAY OF BENGAL—BURMA, BASSEIN RIVER ENTRANCE.

Diamond Island—Baroni rock buoy.

No. 207 (*first publication*).—

Former Notice.—No. 461 of 1921.

Subject.—The unlighted spherical buoy marking the Baroni rock one mile north-east of Diamond Island has been replaced by an acetylene gas buoy painted black with white horizontal bands showing a flashing white light.

Charts affected.—No. 834, Bassein river and approaches.

„ 3772, Calventuras to Bassein river.

„ 823, Koronge island to White Point.

Publication.—Bay of Bengal Pilot, 1910, page 447; Supplement No. 5, 1920.

Authority.—Port Officer, Bassein, Burma, Notice, dated 6th May 1922.

The 5th May 1922.

INDIA, WEST COAST—DELTA OF THE INDUS.

Sisa (Chan) Mouth—Beacon re-erected.

No. 190 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 34M. of 1922), are republished :—

Former Notice.—No. 124-M. of 1921. (*This Office No. 442 of 1921*) : hereby cancelled.

Position.—Lat. $24^{\circ} 13' 28''$ N.
Long. $67^{\circ} 18' 15''$ E.

Details.—A beacon 46 feet in height has been erected in the above position.

Charts affected.—No. 41, Cape Monze to Kediwari Mouth.
„ 39, Coasts of Sind and Cutch.
„ 826, Karachi to Vengurla.

Publication.—West Coast of India Pilot, 1919, page 330.

Authority.—Commissioner in Sind, Government House, Karachi, dated 13th April 1922.

INDIA, WEST COAST—DELTA OF THE INDUS.

Hajamro Mouth—Beacon re-erected.

No. 191 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 35M. of 1922), are republished :—

Former Notice.—No. 125-M. of 1921. (*This Office No. 443 of 1921*) hereby cancelled.

Position.—Lat. $24^{\circ} 08' 10''$ N.
Long. $67^{\circ} 20' 30''$ E.

Details.—A beacon 50 feet in height, has been erected in the above position.

Charts affected.—No. 41, Cape Monze to Kediwari Mouth.
„ 39, Coasts of Sind and Cutch.
„ 826, Karachi to Vengurla.

Publication.—West Coast of India Pilot, 1919, page 331.

Authority.—Commissioner in Sind, Government House, Karachi dated 13th April 1922.

INDIA, WEST COAST—BOMBAY HARBOUR APPROACH.

Bombay Floating light vessel—Replaced in position with the submarine bell in working order.

No. 192 (second publication).—

Former Notice.—No. 120 of 1922.

Subject.—The unattended Bombay Floating light vessel, which was temporarily removed in April 1922, has now been replaced in her former position.

The Submarine bell is now in working order.

Position.—Lat. $18^{\circ} 50'$ N.

Long. $72^{\circ} 44'$ E.

Charts affected.—No. 2621, Bombay harbour.

„ 737, Arnala island to Kundari island.

„ 2736, Gulf of Kutch to Viziadrag.

„ 826, Karachi to Vengurla.

Publications.—West Coast of India Pilot, 1919, page 220.

List of Lights, Part VI, 1921, No. 384.

Authority.—Director, R. I. Marine, Bombay, telegram dated 2nd May 1922.

INDIA, WEST COAST—BOMBAY HARBOUR.

Steam Pilot Vessel replaced on station.

No. 193 (second publication).—

Former Notice.—No. 55 of 1922.

Subject.—The Steam Pilot Vessel which was temporarily withdrawn and replaced by a Sailing Pilot Schooner has been replaced on her former station.

Charts affected.—No. 655, Port of Bombay.

„ 2621, Bombay harbour.

„ 737, Arnala island to Kundari island.

Publication.—West Coast of India Pilot, 1919, page 228.

Authority.—Director, R. I. Marine, Bombay, telegram dated 5th May 1922.

The 28th April 1922.

BAY OF BENGAL—CHITTAGONG COAST.

South Patches light-vessel—Temporarily removed.

No. 166-I (third publication).—

Subject.—Owing to the damage sustained by the South Patches light which is not being shown, the light-vessel is removed from her station with effect from the 28th April 1922.

Position.—Lat. $21^{\circ} 29'$ N., long. $91^{\circ} 37'$ E.

Charts affected.—No. 70, Bay of Bengal.

„ 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant Point.

Publications.—List of Lights, Part VI, 1921, No. 630.
Bay of Bengal Pilot, 1910, page 329.

Authority.—Port Officer, Chittagong, telegram dated the 27th April 1922.

BAY OF BENGAL.

Caution.—Report of derelict brig “Rokhatoon.”

No. 167 (third publication).—

Subject.—A derelict brig is reported in the following position :—

Position (approx).—Lat. $21^{\circ} 7' N.$, long. $91^{\circ} 15' E.$

Subject.—The Master of the SS. *Chilka* reports having passed the abandoned and dismasted brig *Rokhatoon* of Chittagong in the following position :—

Position.—Lat. $21^{\circ} 14' N.$, long. $91^{\circ} 44' E.$, at a distance of 15 miles S. S. E. of South Patehes light-vessel.

Caution.—Mariners are hereby warned that the derelict constitutes a danger to navigation.

Charts affected.—No. 70, Bay of Bengal.

„ 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant Point.

Authority.—Telegrams from the Port Officer, Chittagong and the Master of the SS. *Chilka*, dated respectively the 25th and 26th April 1922.

EASTERN ARCHIPELAGO—CELEBES, NORTH COAST.

Belonlioh Bay Entrance—Existence of Shoal.

No. 168 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 452 of 1922), are republished :—

Former Notice.—No. 774 of 1921. (*This office No. 273 of 1921.*)

Position.—At a distance of about 2 cables north-westward of the western extremity of the drying reef extending westward from Tanjong Bonto, and 8.40 cables 035° from the extremity of the point at Sentigi.

Lat. $1^{\circ} 21' N.$, long. $120^{\circ} 55' E.$ (*approx.*).

Depth.—2 fathoms ($3^{m}7$).

Charts affected.—No. 2662, Plan of Lingadang road and Belonlioh bay.

„ 3394, Tanjong Lutuno to Dondo point.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 554.

Authority.—Hague Notice No. 381 of 1922. (*H. 1454-22.*)

AUSTRALIA—VICTORIA, PORT PHILLIP.

Geelong Inner Harbour—Time Signal established.

No. 169 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 457 of 1922), are republished :—

Position.—On the outer end of Moorabool wharf.

Lat. $38^{\circ} 09' S.$, long. $144^{\circ} 22' E.$ (*approx.*).

Description.—A time ball.

Remarks.—The note "*Time Ball*" is to be placed against this wharf on the charts, and the following note is to be placed under the title of chart No. 2731 :—

"*TIME SIGNAL.*"

"*A Time Ball, situated on the Northern end of Morrabool Wharf, is dropped daily (Sundays excepted) at 1^h 00^m 00^s Standard Time, corresponding to 15^h 00^m 00^s Greenwich Mean Time.*"

Charts affected.—No. 2731, Geelong harbour.

„ 1171, Geelong harbour (inset).

Publications.—List of Lights, Part VI., 1922, No. 5074a.

Australia Pilot, Vol. II., 1918, page 127.

Authority.—Sub-District Naval Officer, Geelong. (*H. 1334-22.*)

AUSTRALIA—NORTH-WEST COAST.

North West Cape—Existence of Wreck.

No. 170 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 458 of 1922), are republished :—

Position.—On the edge of the shore reef extending northward from North West Cape.

Lat. 21° 46' 30" S., long. 114° 10' 00" E. (*approx.*).

Description.—Standard wreck of a vessel, having the appearance of a hulk at anchor.

Note.—The note "*Conspicuous*" is to be placed against this wreck on the chart.

Chart affected.—No. 3187, Mangrove islands to North West cape.

Publication.—Australia Pilot, Vol. V., 1914, page 306.

Authority.—H. M. A. S. *Geranium*. (*H. 1335-22.*)

JAPAN—KIUSIU, EAST COAST.

Aburatsu Harbour—Information with regard to Lights.

No 171 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 460 of 1922), are republished :—

(1) Light established :

Position.—On Nagasaki no hana, at a distance of 1·50 cables 278° from the eastern extremity of the point.

Lat. 31° 34' N., long. 131° 24' E. (*approx.*).

Abridged description.—Lt. Occ. ev. 4 sec., 305 ft., vis. 7 m. (U.)

Characteristics :

Character.—Occulting white every four seconds, thus :

Light,	eclipse,
2 sec.	2 sec.

Elevation.—305 feet (93^m0).

Visibility.—7 miles, from 205° through west to 025°.

Power.—100 candles.

Structure.—White hexagonal stone tower, 22 feet (6^m7) in height.

Remarks.—The light is unwatched.

Position.—On I saki, at a distance of about half a cable eastward from charted position, and 7.20 cables 182° from the light described in (1) above.

Remarks.—The above lights in line bearing 002° lead through the channel westward of O sima.

358, Western coasts of Kiusiu and Honshū (1).

2412, Amoy to Nagasaki. (1).

Japan Pilot, 1914, page 91; Supplement No. 5,
1921.

Authority.—Tokyo, Department of Communications, Notice No. 2221 of 1921. (*H.* 389-22.)

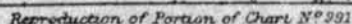
Kushiro Road—Amendment to Chart.

Position.—Shireto bana lighthouse, lat. $42^{\circ} 58' \text{ N.}$, long. $144^{\circ} 22' \text{ E}$
(approx.).

Chart affected.—No. 991, Plan of Kushiro road.

Japan Pilot, 1914, page 722 ; Supplement No. 5, 1921.

Authority.—Tokyo, Department of Communications, Notice No. 2027 of 1921. (H. 205-22.)



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• PHILIPPINE ISLANDS—ILOILO STRAIT.

Iloilo, Pilots' Watch Tower—Light discontinued.

No. 173 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 465 of 1922), are republished:—

Position.—Lat. $10^{\circ} 42' N.$, long. $122^{\circ} 34' E.$ (*approx.*).

Description.—A fixed white light.

Remarks.—This light, which has been discontinued, is to be expunged from the charts.

Charts affected.—No. 2391, Iloilo strait and river, with plan.
 „ 2578, Eastern part of the Sulu or Mindoro sea.
 „ 943, Molucca passage to Manila.

Publications.—List of Lights, Part VI, 1922, No. 1196.
 Eastern Archipelago Pilot, Part I, 1911, page 332.

Authority.—U. S. Hydrographer. (*H. 555-22.*)

JAPAN—HOKUSHU ISLAND, EAST COAST.

Suisho Jima—Shoals southward and eastward of.

No. 174 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 470 of 1922), are republished:—

- (1) *Position*.—At a distance of 3.80 cables 159° from Tobi iso, the 3-ft. high rock on the southern side of Suisho jima.

Lat. $43^{\circ} 24' N.$, long. $145^{\circ} 56' E.$ (*approx.*).

Depth.— $5\frac{1}{4}$ fathoms (9^m6), rock.

- (2) *Position*.—At a distance of one cable 060° from (1).

Depth.—5 fathoms (9^m1).

Remarks.—The 10-fathom contour line in the vicinity is to be amended on the charts to include the above depths.

- (3) *Position*.—In Suisho channel, at a distance of 2.53 miles 337° from Norikarunushi saki, the south-western extremity of Yuru jima.

Lat. $43^{\circ} 27' N.$, long. $145^{\circ} 59' E.$ (*approx.*).

Depth.— $3\frac{1}{2}$ fathoms (6^m4) coarse sand.

Remarks.—The 5-fathom contour line northward of the above position is to be extended on the chart to include this depth.

Charts affected.—No. 1268, Plan of Go yo mai channel.

„ 507, Go yo mai channel to Nemoro kaikyo &c. (1), (2).

Publication.—Japan Pilot, 1914, pages 732, 734.

Authority.—Tokyo Notice No. 11 of 1922. (*H. 1424-22.*)

JAPAN.

Sumisu Shima (Smith Island)—Rock reported northward of.

No. 175 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 471 of 1922), are republished :—

Position.—At a distance of about $3\frac{1}{2}$ miles northward of Sumisu shima.

Lat. $31^{\circ} 30' 05''$ N., long. $140^{\circ} 02' 00''$ E. (*approx.*).

Depth.—4 fathoms (7^m3).

Note.—The rock is known as “Shira ne” and this name is to be inserted on the charts.

Charts affected.—No. 2347, Honshu, Kiusiu and Shikoku, &c.

„ 781, Pacific ocean, north-west sheet.

„ 2459, North-west Pacific ocean, &c.

Publication.—Japan Pilot, 1914, page 216.

Authority.—Tokyo Notice No. 466 of 1921. (*H. 484-22.*)

JAPAN—KII CHANNEL.

Tachibana Ura—Existence of Rock.

No. 176 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 472 of 1922), are republished :—

Position.—At a distance of 2 cables 000° from Maru shima summit and 075° from Yeboshi shima summit.

Lat. $33^{\circ} 55'$ N., long. $134^{\circ} 43'$ E. (*approx.*).

Depth.—4 feet (1^m2).

Remarks.—This rock, which is of small extent, is to be indicated on the charts by the symbol for a rock with a depth of less than 6 feet.

Chart affected.—No. 1748, Tachibana ura.

Publication.—Japan Pilot, 1914, page 258.

Authority.—Tokyo Notice No. 409 of 1921. (*H. 7749-21*)

CHINA, SOUTH COAST—HONGKONG ISLAND, NGANCHAU.

Nganchau am Pai—Correction to Chart No. 3605 with regard to Depth.

No. 177 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 473 of 1922), are republished :—

Former Notice.—No. 1993 of 1921. (*This office No. 7 of 1922.*)

Position.—At a distance of about $1\frac{1}{2}$ cables westward from the western end of Nganchau.

Lat. $22^{\circ} 13'$ N., long. $114^{\circ} 11'$ E. (*approx.*).

Correction.—The least depth on this rock is $1\frac{1}{2}$ fathoms (2^m3), and not $2\frac{1}{2}$ fathoms as shown on the chart No. 3605, which was omitted from the list of charts affected by the former Notice. The chart is to be corrected accordingly.

Chart affected.—No. 3605, Hongkong to Mirs bay.

Authority.—Hydrographic Department. (*H. 1246-22.*)

GULF OF ADEN.

Aden Inner Harbour—Amended Position of Light-Buoy; Light-Buoy to be expunged from Charts.

No. 178 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 475 of 1922), are republished:—

Former Notice.—No. 18 of 1922. (*This office No. 497 of 1921.*)

(1) Amended position of light-buoy:

Position.—At a distance of about one cable westward from charted position, and 3.84 cables 296° from Flint island summit.

Lat. 12° 48' N., long. 44° 59' E. (*approx.*).

Description.—No. 4 black can light-buoy with fixed green light.

(2) Light-buoy to be expunged from charts:

Position.—At a distance of about one cable westward from (1).

Description.—Light-buoy with fixed green light.

Charts affected.—No. 3660, Aden harbour.

„ 7, Aden harbour and approaches

Publication.—Red Sea Pilot, 1921, page 435.

Authority.—Director, Royal Indian Marine. (*H. 1017-22.*)

JAPAN—KIUSIU, SOUTH COAST.

Kagosima—Light-Buoy established in place of Buoy.

No. 179 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 479 of 1922), are republished:—

Position.—At a distance of about 1½ miles north-westward from Kami ze light, in the position formerly occupied by No. 1 black conical buoy with cylindrical topmark, which has been withdrawn.

Lat. 31° 35' N., long. 130° 34' E. (*approx.*).

Description.—A light-buoy painted black exhibiting an *occulting white light every four seconds*, thus:—

Light,	eclipse,
2 sec.	2 sec.

Chart affected.—No. 372, Kagosima kaiwan.

Publication.—Japan Pilot, 1914, page 416.

Authority.—Tokyo, Department of Communications, Notice No. 80 of 1922. (*H. 1341-22.*)

CHINA, SOUTH-EAST COAST—KWANG CHAU WAN APPROACH.

Nau Chau Island—Shoal Depths northward of.

No. 180 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 497 of 1922), are republished:—

Position.—At a distance of 6 miles 358° from the flashing white light near the centre of Nau Chau is and.

Lat. 21° 00' N., long. 110° 36' E. (*approx.*).

Remarks.—The note "*Depths of 2½ fathoms in this vicinity (1921)*" is to be inserted on chart No. 3349 in the above position.

Note.—A depth of 2½ fathoms (5^m0) is to be inserted on chart No. 2062.

Charts affected.—No. 3349, Approach to Kwang chau wan.
 „ 2062, Tong king gulf.

Publication—China Sea Pilot, Vol. III., 1912, page 361.

Authority.—Paris Notice No. 161 of 1922. (*H.* 891-22.)

JAPAN—INLAND SEA, SUWO NADA.

Tokuyama Bay—Information with regard to Wreck.

No. 181 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 499 of 1922), are republished :—

- (1) Wreck to be expunged from charts :

Position.—At a distance of about 1½ miles north-eastward from the summit of Iwa shima.

Lat. 34° 00' N., long. 131° 46' E. (*approx.*).

Details.—The wreck (1918) in the above position is to be expunged from the charts, together with the two buoys which formerly marked it.

- (2) Buoy established to mark foul anchorage :

Position.—At a distance of about one cable south-eastward from the wreck mentioned in (1) above, and 1·55 miles 030° from Iwa shima summit.

Description.—A red conical buoy.

Remarks.—This buoy marks the centre of a circular area of one cable radius, within which wreckage is lying on the bottom.

Note.—This circular area is to be shown on chart No. 3153 in a pecked line, with the note "*Foul Anchorage. Wreckage (1921).*"

Charts affected.—No. 3153, Maruyama zaki to Ominase.

„ 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Tokyo Notice No. 410 of 1921. (*H.* 7798-21.)

AUSTRALIA, EAST COAST—QUEENSLAND.

Innamincka Shoal—Information with regard to Shoal north-westward of.

No. 182 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 516 of 1922), are republished :—

Position.—At a distance of about 19 miles north-westward of North reef lighthouse.

Lat. 22° 54' S., long. 151° 46' E. (*approx.*).

Details.—A report has recently been received that heavy breakers have been distinctly seen in the vicinity of the above position.

Note.—The note against the shoal shown on the chart in this position is to be altered to read "*Breaks heavily. P. A. (1922).*" The position is to be encircled by a danger line on charts Nos. 2759a and 780.

Charts affected.—No. 346, Keppel isles to Percy isles.

„ 2763, Coral sea and Great Barrier reefs—sheet 1.

„ 2759a, Australia—northern portion.

„ 780, Pacific ocean—south-west sheet.

Publication.—Australia Pilot, Vol. IV., 1917, page 67.

Authority.—Hydrographic Branch, Department of Defence, Melbourne. (H. 1312-22.)

PERSIAN GULF.

Shatt-al-Arab Entrance, Tidal Semaphore—Alteration in Night Signals.

No. 183 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 31M. of 1922), are republished:—

Former Notice No. 46M. of 1918. (Adm. No. 56 of 1919). (Calcutta Notice No. 121 of 1918).

Position.—Lat. 29° 50' 13" N., long. 48° 42' 48" E.

Details.—An acetylene Gas Plant has been installed at the Shatt-al-Arab Bar Semaphore which will, on and from May 1st, 1922, become self registering, and on and from that date the character of the lights will be altered to indicate the following depths on the bar by night.

These will supersede Signals previous to May 1922.

W—12 ft. G—13 ft.

W } —14 ft. R—15 ft.

R } —16 ft. W } —17 ft.

W } —18 ft. W } 19 ft.

W } —20 ft. R } —21 ft.

W—22 ft. W } —23 ft.

Remarks.—Only similar lights occurring (when range of tide is from 12 ft. to 22 ft.) are 12 ft., 22 ft., 14 ft. and 22 ft. 6 in.

The lower white light on Semaphore Mast indicates 12 ft. Signal and the upper white light 22 ft. Signal. Green light for 6 inches not shown until 15 ft. 6 in.

Note.—R. indicates red light, G. green light and W. white light.

Publication.—Persian Gulf Pilot, 1915, page 281, Supplement No. 6, 1921.

Authority.—Port Officer, Basrah.

PERSIAN GULF—KUWAIT HARBOUR.

Rasal Arz—Light temporarily extinguished.

No. 184 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 33M. of 1922), are republished :—

Former Notice.—No. 113-M. of 1921. (*This Office No. 411 of 1921*).

Position.—Lat. $29^{\circ} 21' N.$, long. $48^{\circ} 06' E.$ (approx.).

Details.—Owing to alterations to building the light exhibited from its roof has been temporarily removed.

Charts temporarily affected.—No. 22, Kuwait Harbour.

„ 2837b, Persian Gulf, Western sheet.

Publications.—List of Lights, Part VI, 1922, No. 303.

Indian List of Lights, 40th issue, 1921, No. 24.

Persian Gulf Pilot, 1915, page 148, Supplement No. 6, 1921.

Authority.—Resident, Bushire. Telegram dated 15th April 1922.

INDIA, WEST COAST.

Cochin harbour entrance—Buoys removed for S. W. Monsoon.

No. 185 (third publication).—The Presidency Port Officer, Madras, has given notice No. 34 of 1922 that the Bar and Spit Buoys at the Cochin Harbour entrance and the Quarantine Buoy in the inner harbour will be removed for the ensuing monsoon on or about the 15th May 1922.

CHINA—YANGTZE RIVER.

Demodocus Channel, western entrance—Characteristics of buoy changed.

No. 186 (third publication).—The Coast Inspector, Shanghai, has given notice (No. 749 of 1922) that the characteristics of the buoy marking the north side of the western entrance to Demodocus Channel, Yangtze River, have been changed from a red spherical buoy to a red conical buoy.

CHINA, EAST COAST—YANGTZE RIVER.

North Channel entrance, Tsungming Crossing—Light buoys moved ; Caution.

No. 187 (third publication).—The following Notice to Mariners No. 750 of 1922, issued by the Coast Inspector, Shanghai, is republished :—

“ Referring to Special Notice to Mariners No. 623, notice is hereby given that, owing to the shoaling of the western end of the Tsungming Crossing, North Channel Entrance to the Yangtze River, the following buoys have been moved :—

The Crossing Light-buoy has been moved, and, from the new position of the buoy, Middle Island Beacon bears $S. 194^{\circ} E.$, distant 2.91 miles, its characteristics remaining unchanged.

The West Spit Light-buoy has been moved, and, from the new position of the buoy, Middle Island Beacon bears $S. 73^{\circ} E.$, distant 3.96 miles, its characteristics remaining unchanged.

NOTE.

The position of Middle Island Beacon referred to above is that advertised in Notice to Mariners No. 746, dated 11th February 1922.

CAUTION.

The Crossing as now buoyed provides a passage with a least depth of 14 feet, but a gradual shoaling may be expected, and mariners are warned to navigate the vicinity with caution.

All bearings given are magnetic, and depths are those of low water of extraordinary spring tides."

AUSTRALIA, NORTH-WEST COAST—CAMBRIDGE GULF.

Medusa Banks—Buoy to be established.

No. 188 (third publication).—

Subject.—A buoy will be established off the north-western extremity of the Medusa Banks on or about 17th May 1922.

Position.—The buoy will be moored off the north-western extremity of Medusa Banks in about ten fathoms of water.
Lat. $14^{\circ} 29' S.$, long. $128^{\circ} 18' E.$ on Chart No. 1387.

Description.—Black buoy surmounted by a staff and cage.

Note.—No further notice will be given.

Charts affected.—No. 1387, Lacrosse Island to Reveley Island.

„ 1047, Cape Ford to Buccaneer Archipelago.

„ 475, North-west Coast of Australia with the off-lying Islands and Reefs.

„ 2759a, Australia, Northern portion.

Publication.—Australia Pilot, Vol. V., 1914, page 135.

Authority.—Melbourne Notice No. 2 of 1922.

AUSTRALIA, NORTH COAST—TORRES STRAIT, FLINDERS PASSAGE.

Wednesday Spit—Buoy to be withdrawn.

No. 189 (third publication).—

Subject.—The Red Buoy moored off Wednesday Spit will be withdrawn on or about 1st May 1922.

Position.—Off the west extreme of Wednesday Spit.
Lat. $10^{\circ} 32' S.$, long. $142^{\circ} 14' E.$, on Chart No. 691.

Description.—A Red Buoy.

Note.—No further notice will be given.

Charts affected.—No. 691, Normanby Sound and Prince of Wales Channel.

„ 437, Albany Pass to Booby Island.

Publication.—Australia Pilot, Vol. III., 1916, page 228.

Authority.—Melbourne Notice No. 3 of 1922.

P. G. GLANVILLE, COMDR., R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, MAY 31, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.

H. E. SPRY,

Secretary to the Government of Bengal,

Marine Department (offg.).

CALCUTTA, the 20th May 1922.

INDIA, WEST COAST.

Deogarh, Fort point—Light unreliable.

No. 208 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 42M. of 1922), are republished:—

Position.—On the north-west bastion of the Fort. Lat. $16^{\circ} 23' N.$, long. $73^{\circ} 22' E.$ (approx.).

Details.—The correct period of the Deogarh occulting white light is 20 seconds, viz:—

Light	Eclipse
15 sec.	5 sec.

As the timing of this light is irregular the light is therefore considered "unreliable."

Charts affected.—No. 59, Deogarh harbour.
" 739, Boria Pagoda to Malvan.
" 2736, Gulf of Kutch to Viziadrag.
" 826, Karachi to Vengurla.
" 827, Vengurla to Cape Comorin.
" 748B, Indian Ocean, Northern portion.

Publications.—List of Lights, Part VI, 1922, No. 413.
Indian List of Lights, 40th issue, 1921, No. 111.
West Coast of India Pilot, 1919, page 193.

Authority.—Commissioner of Customs, Salt and Excise, Bombay, dated 3rd May 1922.

INDIA, WEST COAST—KARIL KACHAL CHANNEL.

Chaldea Rock Buoy—Removed for S. W. Monsoon.

No. 209 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 44M. of 1922), are republished :—

Position.—Lat. $15^{\circ} 56\frac{1}{2}'$ N., long. $73^{\circ} 28\frac{1}{2}'$ E. (approx.).

Details.—Chaldea Rock Buoy was removed from its position for the South-West Monsoon on 19th April 1922.

Authority.—Commissioner of Customs, Salt and Excise, Bombay, dated 3rd May 1922.

AUSTRALIA, NORTH-WEST COAST.

North-West Cape—Existence of Wreck.

No. 210 (first publication).—In Notice to Mariners No. 170 of 1922 under heading "Description", for "Standard Wreck" read "Stranded Wreck".

CHINA, EAST COAST—WENCHOW BAY.

North-east entrance to Sanp van Pass—Unofficial light in operation.

No. 211 (first publication).—The Coast Inspector, Shanghai, has given Notice (No. 751 of 1922) that an unofficial fixed *white* light is exhibited from a tower situated near the south-east end of Middle Island, north-east entrance to Sanpwan Pass.

The light tower, which is about 17 feet high, and the dwellings are painted *white*.

The light, which is exhibited from a glassed screened lantern surmounting the tower, is elevated about 280 feet above sea level, and is reported by mariners to be visible in clear weather for a distance of about 20 miles. It is visible all round except where obscured by outlying islands.

This light is maintained by a private organisation for the benefit of junk traders, and cannot, therefore, be totally relied upon.

The 12th May 1922.

NEW ZEALAND, NORTH ISLAND.

Auckland Harbour—Prohibited Anchorage.

No. 194 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 191 of 1922), are republished :—

Position.—Resolution point, lat. $36^{\circ} 51'$ S., long. $174^{\circ} 48'$ E. (approx.).

Details.—A prohibited anchorage, within which telephone cables have been laid, has been established between the following limits :—

- (a) A line joining Resolution point and the south-eastern corner of Victoria wharf, Dépôt point.
- (b) A line drawn parallel to limit (a) and at a distance of 1.40 cables eastward from it.

Note.—This prohibited anchorage is to be inserted on the charts.

Remarks.—The direction of the cables will be indicated by the alignment of two light-beacons which it is intended to establish near Dépôt point, concerning which further Notice will be given when information has been received.

Charts affected.—No. 1970, Auckland harbour and approaches.
 „ 1896, Entrances to Auckland harbour.

Publication.—New Zealand Pilot, 1919, page 188.

Authority.—Wellington Notice No. 67 of 1921. (*H. 187-22.*)

CEYLON, EAST COAST.

Komuriya Ridge—Caution with regard to Currents in vicinity.

No. 195 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 203 of 1922), are republished:—

Position.—Komuriya ridge, lat. $7^{\circ} 00' N.$, long. $81^{\circ} 54' E.$ (*approx.*).

Caution.—Vessels navigating the east coast of Ceylon in the vicinity of Komuriya ridge should exercise great caution, as the currents are variable and frequently set towards the shore.

Note.—A note to the above effect is to be inserted on the charts.

Charts affected.—No. 813, Ceylon, south part—south of latitude $7^{\circ} 20' N.$
 „ 828, Cape Comorin to Cocanada.

Publications.—Bay of Bengal Pilot, 1910, pages 78, 87 to 91, 152.
 Bay of Bengal Pilot, 1921 (*in press*).

Authority.—British India Steam Navigation Company. (*H. 7873-21.*)

RED SEA.

Suez Bay—Correction to Chart No. 233 with regard to Light on Light-Buoy.

No. 196 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 210 of 1922), are republished:—

Former Notice.—No. 113 of 1922. (*This Office No. 96 of 1922.*)

Position.—West Spit light-buoy, lat. $29^{\circ} 54' N.$, long. $32^{\circ} 32' E.$

Details.—The alteration in the light on the above light-buoy from fixed red to *flashing red*, notified in the former Notice, also affects the undermentioned chart which was not included in the list of charts affected.

Chart affected.—No. 233, The Suez canal (Compartment E).

Authority.—Hydrographic Department. (*H. 515-22.*)

NEW ZEALAND—NORTH ISLAND, MANUKAU HARBOUR ENTRANCE.

Mahanihani (South Head) Leading Lights—Alteration in Arcs of Visibility.

No. 197 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 531 of 1922), are republished:—

Former Notice.—No. 1883 of 1921. (*This office No. 481 of 1921.*)

(a) Rear light:

Position.—On the signal mast on South head.

Lat. $37^{\circ} 03' S.$, long. $174^{\circ} 33' E.$ (*approx.*).

Alteration.—This *occulting white* light is now visible from 002° through east to 112° , and not as stated in the former Notice.

(b) Front light:

Position.—At a distance of 1.67 cables, 250° , from rear light.

Alteration.—This *occulting white* light is now visible from 017° through east to 114° , and not as stated in the former Notice.

Chart affected.—No. 2726, Manukau harbour.

Publications.—List of Lights. Part VI., 1922, Nos. 2963, 2964.

New Zealand Pilot, 1919, pages 67, 68, 70; Supplement No. 2, 1921.

Authority.—Wellington Notice No. 69 of 1921. (*H. 455/22.*)

NEW ZEALAND—NORTH ISLAND, AUCKLAND APPROACH.

D'Urville Rocks—Beacon disappeared.

No. 198 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 532 of 1922), are republished:—

Position.—Lat. $36^{\circ} 43' S.$, long. $175^{\circ} 04' E.$ (*approx.*).

Details.—The beacon formerly marking D'Urville rocks has disappeared and is to be expunged from the charts.

Charts affected.—No. 1896, Entrances to Auckland harbour.

„ 2543, Maunganui bluff to Manukau harbour, and Tutukaka harbour to Mayor island.

Publication.—New Zealand Pilot, 1919, page 202.

Authority.—H.M.N.Z.S. *Chatham*, Hyd. Note No. 1 of 1922. (*H. 1161-22.*)

ARABIAN SEA—MAKRAN COAST.

Gwatar Bay—Existence of Shoals.

No. 199 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 541 of 1922), are republished:—

Position.—Jiunri (Jumari) village, lat. $25^{\circ} 03' N.$, long. $61^{\circ} 44' E.$ (*approx.*).

Details.—Shoal depths exist near the eastern shore of Gwatar bay in the following positions:—

Distance and bearing from charted position of centre of Jiunri village.

Depth.

(a) 1.90 miles 261°	3 fathoms (5^m5).
(b) 1.90 miles 283°	$2\frac{1}{2}$ „ (4^m6).
(c) 2.30 miles 248°	$2\frac{1}{4}$ „ (5^m0).

Chart affected.—No. 38. Plan of Gwatar bay.

Publication.—Persian Gulf Pilot, 1915, page 177.

Authority.—H.M.S. *Cyclamen*, Remark Book, 1921. (*H. 1775-22.*)

JAVA, NORTH COAST.

Semarang Bay—Light established ; Light Buoy withdrawn.

*No. 200 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 547 of 1922), are republished :—

Position.—On the outer extremity of the western mole at Semarang, at a distance of about 2 cables northward of the fixed green light.

Lat. $6^{\circ} 56'$ S., long. $110^{\circ} 24'$ E. (*approx.*).

Abridged Description.—Lt. Fl. ev. 3 sec., 30 ft., vis. 10 m.

Characteristics :

Character.—*Flashing white every three seconds, thus :*

Flash,	eclipse
1 sec.	2 sec.

Elevation.—30 feet (9^m1).

Visibility.—10 miles.

Structure.—White iron framework, 26 feet (7^m9) in height.

Remarks.—The light-buoy with occulting white light, formerly situated off the end of the western mole, has been withdrawn.

Charts affected.—No. 932, Plan of Semarang bay.

„ 1653, Island of Java—western portion.

Publications.—List of Lights, Part VI., 1922, No. 895a.

Eastern Archipelago Pilot, Part II, 1913, page 117 ;
Supplement No. 5, 1921.

Authority.—Hague Notice No. 313 of 1922. (*H. 1449-22.*)

MADAGASCAR, EAST COAST.

Cape Amber to Andrava Bay—Amendments to Charts.

*No. 201 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 548 of 1922), are republished :—

Position.—Cape Amber, lat. $11^{\circ} 58'$ S., long. $49^{\circ} 17'$ E. (*approx.*).

Details.—General amendments to charts Nos. 758, 2762, 2899 and 597 with regard to the coast of Madagascar and offlying shoals and depths, between Cape Amber and Andrava bay, are shown on the accompanying reproductions of portions of those charts.

Charts affected.—No. 758, Cape St. Andrew to Antongil bay.

„ 2762, Comoro islands.

„ 2899, Chagos archipelago to Madagascar.

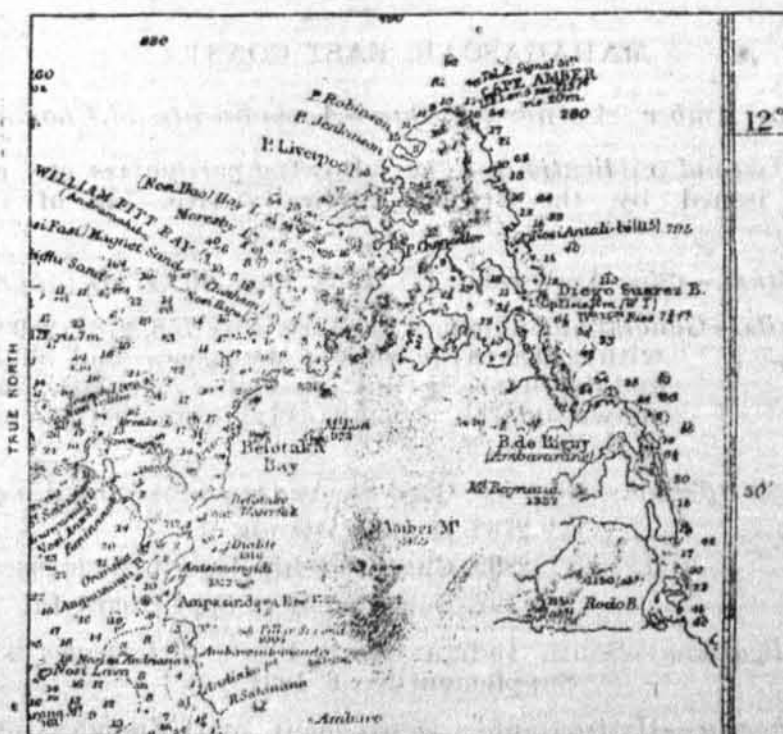
„ 597, Delagoa bay to Cape Guardafui.

Publications.—South Indian Ocean Pilot, 1911, pages 236 to 254 ;
Supplement No. 6, 1921.

Authority.—Hydrographic Department and French Government Charts. (*H. 7665-21.*)



Reproduction of Portion of Chart N° 758.



Reproduction of Portion of Chart N° 2762

PERSIAN GULF—SHATT-AL-ARAB APPROACH.

Pilot Vessel temporarily off station.

No. 205 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 37M. of 1922), are republished :—

Position.—Shatt-al-Arab Light-Vessel.

Lat. $29^{\circ} 44\frac{1}{2}'$ N., long. $48^{\circ} 48\frac{3}{4}'$ E. (*approx.*).

Details.—The Steam Pilot Vessel “Alert” will be off her station for a few days from 15th May 1922, during which time Pilots can be obtained from the Shatt-al-Arab Light-vessel.

Note.—Vessels must use their own boats for transshipping the Pilots.

Authority.—The Port Officer, Busrah, dated 11th April 1922.

INDIA, WEST COAST.

Cochin Harbour Approach—Report of sunken lighters.

No. 206 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 38M. of 1922), are republished :—

Details.—Two Cargo lighters loaded with rice are reported to have sunk in the following position and that they will probably break up shortly.

Position.—At a distance of about 3 miles, 281° from the Cochin Light house, in 7 fathoms.

Lat. $9^{\circ} 58\frac{1}{2}'$ N., long. $76^{\circ} 11'$ E. (*approx.*).

Note.—Meanwhile the above constitute a danger to vessels approaching the port.

Charts temporarily affected.—No. 749, West Coast of India, Sheet XI.

„ 827, Vengurla to Cape Comorin.

Authority.—Presidency Port Officer, Madras, Notice No. 36, dated 24th April 1922.

BAY OF BENGAL—BURMA, BASSEIN RIVER ENTRANCE.

Diamond Island—Baroni rock buoy.

No. 207 (second publication).—

Former Notice.—No. 461 of 1921.

Subject.—The unlighted spherical buoy marking the Baroni rock one mile north-east of Diamond Island has been replaced by an acetylene gas buoy painted black with white horizontal bands showing a flashing white light.

Charts affected.—No. 834, Bassein river and approaches.

„ 3772, Calventuras to Bassein river.

„ 823, Koronge island to White Point.

Publication.—Bay of Bengal Pilot, 1910, page 447; Supplement No. 5, 1920.

Authority.—Port Officer, Bassein, Burma, Notice, dated 6th May 1922.

The 5th May 1922.

INDIA, WEST COAST—DELTA OF THE INDUS.

Sisa (Chan) Mouth—Beacon re-erected.

No. 190 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 34M. of 1922), are republished :—

Former Notice.—No. 124-M. of 1921. (*This Office No. 442 of 1921*) : hereby cancelled.

Position.—Lat. $24^{\circ} 13' 28''$ N.
Long. $67^{\circ} 18' 15''$ E.

Details.—A beacon 46 feet in height has been erected in the above position.

Charts affected.—No. 41, Cape Monze to Kediwari Mouth.
„ 39, Coasts of Sind and Cutch.
„ 826, Karachi to Vengurla.

Publication.—West Coast of India Pilot, 1919, page 330.

Authority.—Commissioner in Sind, Government House, Karachi, dated 13th April 1922.

INDIA, WEST COAST—DELTA OF THE INDUS.

Hajamro Mouth—Beacon re-erected.

No. 191 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 35M. of 1922), are republished :—

Former Notice.—No. 125-M. of 1921. (*This Office No. 443 of 1921*) hereby cancelled.

Position.—Lat. $24^{\circ} 08' 10''$ N.
Long. $67^{\circ} 20' 30''$ E.

Details.—A beacon 50 feet in height, has been erected in the above position.

Charts affected.—No. 41, Cape Monze to Kediwari Mouth.
„ 39, Coasts of Sind and Cutch.
„ 826, Karachi to Vengurla.

Publication.—West Coast of India Pilot, 1919, page 331.

Authority.—Commissioner in Sind, Government House, Karachi dated 13th April 1922.

INDIA, WEST COAST—BOMBAY HARBOUR APPROACH.

Bombay Floating light vessel—Replaced in position with the submarine bell in working order.

No. 192 (third publication).—

Former Notice.—No. 120 of 1922.

Subject.—The unattended Bombay Floating light vessel, which was temporarily removed in April 1922, has now been replaced in her former position.

The Submarine bell is now in working order.

Position.—Lat. 18° 50' N.

Long. 72° 44' E.

Charts affected.—No. 2621, Bombay harbour.

„ 737, Arnala island to Kundari island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

Publications.—West Coast of India Pilot, 1919, page 220.

List of Lights, Part VI, 1921, No. 384.

Authority.—Director, R. I. Marine, Bombay, telegram dated 2nd May 1922.

INDIA, WEST COAST—BOMBAY HARBOUR.

Steam Pilot Vessel replaced on station.

No. 193 (third publication).—

Former Notice.—No. 55 of 1922.

Subject.—The Steam Pilot Vessel which was temporarily withdrawn and replaced by a Sailing Pilot Schooner has been replaced on her former station.

Charts affected.—No. 655, Port of Bombay.

„ 2621, Bombay harbour.

„ 737, Arnala island to Kundari island.

Publication.—West Coast of India Pilot, 1919, page 228.

Authority.—Director, R. I. Marine, Bombay, telegram dated 5th May 1922.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, JUNE 7, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.

H. E. SPRY,
*Secretary to the Government of Bengal,
Marine Department (offg.).*

CALCUTTA, the 25th May 1922.

RED SEA—SUEZ BAY.

Kal ah Kebireh, North and South Beacons—Alteration in Character of Lights.

No. 212 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 560 of 1922), are republished:—

(1) North beacon:

Position.—Lat. $29^{\circ} 55'$ N., long. $32^{\circ} 32'$ E. (*approx.*).

New abridged description.—2 Lts. Fl. R. W. (*vertl.*), *ev.* 5 sec., 57 and 42 ft.

Alteration.—The character of the two lights has been altered from fixed red and fixed white to *flashing red* and *flashing white every five seconds*, thus:

Flash	eclipse
0.5 sec.	4.5 sec.

(2) South beacon :

Position.—Lat. $29^{\circ}54'$ N., long. $32^{\circ}32'$ E. (*approx.*).

New abridged description.—2 Lts. Fl. R. (*verill.*), ev. 5 sec., 44 and 29 ft.

Alteration.—The character of the two lights has been altered from fixed red to *flashing red every five seconds*, thus :

Flash	eclipse
0.5 sec.	4.5 sec.

Charts affected.—No. 734, Suez bay.

„ 233, The Suez canal.

Publications.—List of Lights, Part V, 1922, Nos. 2165, 2166.

Authority.—Alexandria Notice No. 1 of 1922. (*H. 1632/22.*)

PERSIAN GULF ENTRANCE—OMAN COAST.

Rams.—Shoal Water reported north-westward of.

No. 213 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 562 of 1922), are republished.

Position.—At a distance of about $1\frac{1}{2}$ miles north-westward of Rams tower. Lat. $25^{\circ}54'07''$ N., long. $56^{\circ}00'40''$ E.

Depth.—3 fathoms (5^m5).

Note.—The 3-fathom contour line is to be amended on the charts to include the above position, from which it runs in an approximately straight line in a north-easterly and south-westerly direction.

Charts affected.—No. 753, Entrance to the Persian gulf.

„ 2837a, Persian gulf—eastern sheet.

Publication.—Persian Gulf Pilot, 1915, page 76.

Authority.—H.M.S. *Cyclamen*, Hyd. Note No. 1 of 1922. (*H. 190622.*)

PORTUGUESE EAST AFRICA.

Beira Approach Depths.

No. 214 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 563 of 1922) are republished :—

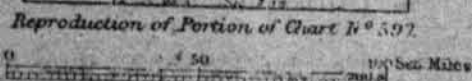
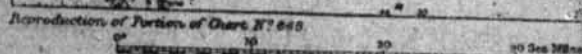
Position.—Beira, lat. $19^{\circ}49'$ S., long. $34^{\circ}50'$ E. (*approx.*).

Charts affected.—No. 648, Delagoa bay to River Zambezi.

" 597, Delagoa bay to Cape Guardaui.

Publications.—Africa Pilot, Part III, 1915, pages 222, 223.

Authority.—H. M. S. *Lowestoft*, Remark Book, 1921. (H. 904/22.)



MADAGASCAR, WEST COAST—MOZAMBIQUE CHANNEL.

Juan de Nova (St. Christopher Island)—Amendment to chart.

No. 215 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 564 of 1922), are republished :—

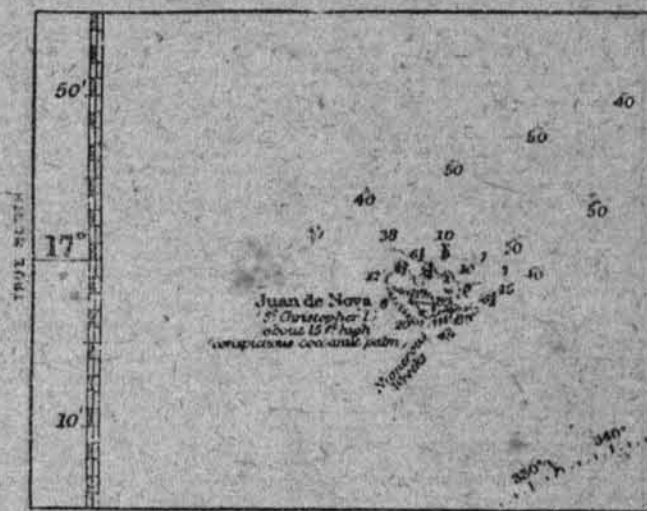
Position.—Lat. $17^{\circ} 03' S.$, long. $42^{\circ} 46' E.$ (*approx.*).

Details.—The accompanying reproduction of a portion of chart No. 759a shows the necessary corrections to that chart with regard to Juan de Nova and the positions of three beacons, together with the shore reef and depths in the vicinity.

Chart affected.—No. 759a, Cape St. Andrew to Beavato island.

Publications.—South Indian Ocean Pilot, 1911, pages 416, 417; Supplement No. 6, 1921.

Authority.—Paris Notice No. 219 of 1922. (*H. 1192/22.*)



Reproduction of Portion of Chart N° 759a

PHILIPPINE ISLANDS—MINDORO ISLAND.

Escarceo Point Light—Amended Arc of Visibility.

No. 216 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 577 of 1922), are republished :—

Position.—Lat. $13^{\circ} 31' N.$, long. $120^{\circ} 59' E.$ (*approx.*).

Details.—This *flashing white* light is reported to be visible from 138° through south, to 012° , and not as shown on the chart and in the Admiralty List of Lights, which are to be amended accordingly.

Chart affected.—No. 949, Plan of Port Galera and Varadero bay.

Publication.—List of Lights, Part VI, 1922, No. 1253.

Authority.—U. S. Hyd. Office Notice No. 4714 of 1921. (*H. 7787/21.*)

BAY OF BENGAL—INDIA, COROMANDEL COAST.

Madras Harbour and Roadstead—Amendments to Chart.

No. 217 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 581 of 1922), are republished :—

Position.—Harbour office, lat. $13^{\circ} 06' N.$, long. $80^{\circ} 18' E.$ (*approx.*).

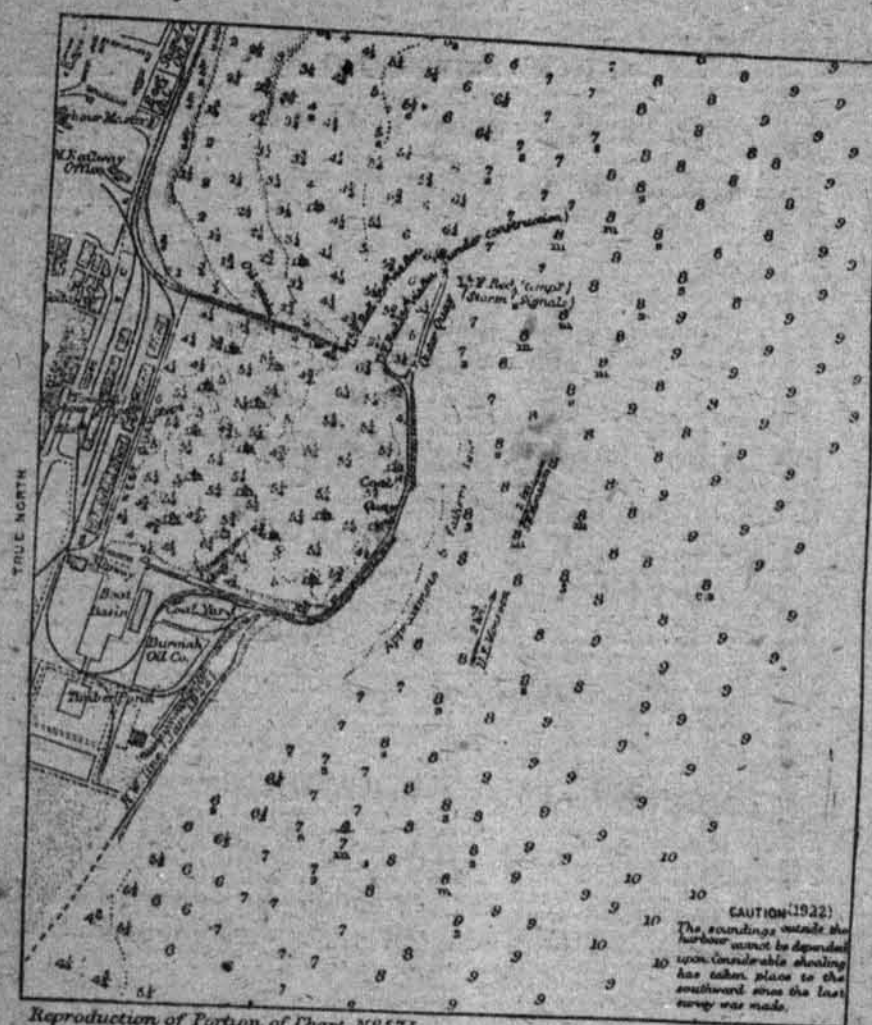
Details.—The accompanying reproduction of a portion of the plan of Madras roadstead on chart No. 575 shows various corrections to that plan with regard to depths and buoyage, &c.

Chart affected.—No. 575, Plan of Madras roadstead.

Publications.—Bay of Bengal Pilot, 1910, pages 217 to 219; Supplement No. 5, 1920.

Bay of Bengal Pilot, 1921 (*in press*).

Authority.—H.M.S. *Southampton*. (H. 1220/22.)



Reproduction of Portion of Chart No. 575

SOUTH PACIFIC OCEAN—FIJI ISLANDS, VITI LEVU.

Nasilai Reef Light—Obscured Sector to be discontinued.

No. 218 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 582 of 1922), are republished:—

Date of alteration.—On the 1st June 1922.

Position.—Lat. 18° 08' S., long. 178° 42' E. (*approx.*).

Alteration.—The obscured sector of this group flashing white light will be abolished, and the light will then be visible all round the horizon.

Note.—No further notice will be given.

Charts affected.—No. 905, Suva harbour to Levuka.

„ 2691, Fiji islands.

„ 441, Fiji islands—Eastern group, southern portion.

„ 167, Kandavu island and passage.

Publications.—List of Lights, Part VI, 1922, No. 3146.

Authority.—Colonial Secretary, Suva, Fiji. (H. 1902/22.)

JAPAN—SHIMONOSEKI KAIKYO.

Hayatomo Seto—Wreck marked by Light-Buoy.

No. 219 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 584 of 1922), are republished:—

(a) Wreck:

Position.—At a distance of about $2\frac{1}{2}$ cables north-eastward from Moji zaki.

Lat. $33^{\circ} 57' 52''$ N., long. $130^{\circ} 58' 01''$ E.

Description.—Sunken wreck of a steamer.

(b) Light-buoy:

Position.—Marking the wreck.

Description.—A green conical wreck-marking light-buoy, exhibiting an *occulting green* light every eight seconds, thus:

Light	eclipse,
4 sec.	4 sec.

Charts affected.—No. 3114, Moji and Shimonoseki ko.

„ 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

Authority.—Tokyo, Department of Communications, Notice No. 244 of 1922. (H. 1846/22.)

EASTERN ARCHIPELAGO—BORNEO, EAST COAST.

Kelumpang Bay—Existence of Rock.

No. 220 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 595 of 1922), are republished:—

Position.—At a distance of 7.65 cables 270° from the flagstaff on Tanjong Batu.

Lat. $3^{\circ} 01'$ S., long. $116^{\circ} 12'$ E. (approx.).

Description.—A rock with a depth of 6 feet ($1^m 8$).

Note.—The symbol for a rock with a depth of less than 6 feet ($1^m 8$) is to be inserted on the charts in the above position.

Charts affected.—No. 3031, Plan of Kelumpang bay.

„ 2637, South part of the Strait of Makassar.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 352.

Authority.—Hague Notice No. 579 of 1922. (H. 1967-22.)

CHINA—GULF OF PE CHILI.

Pei-Ho (Peking) River Approach—Wreck-marking Light-Buoy established.

No. 221 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 600 of 1922), are republished:—

Former Notice.—No. 2186 of 1921. (*This office No. 58 of 1922.*)

Position.—At a distance of about half a cable northward of the wreck (1921) situated about 9 cables, 276° , from the charted position of Taku light-vessel.

Lat. $38^{\circ} 57' N.$, long. $117^{\circ} 51' E.$ (*approx.*).

Description.—A green wreck-marking light-buoy exhibiting a *flashing green light every three seconds*, thus:

Flash	eclipse
0.3 sec.	2.7 sec.

Chart affected.—No. 2653, Pei-ho or Peking river—sheet 1.

Authority.—Shanghai Notice No. 747 of 17th February 1922. (*H. 2041-22.*)

SUMATRA, EAST COAST.

Tanjong Datu—Wrecks northward of.

No. 222 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 602 of 1922), are republished:—

Positions.—(i) At a distance of about one mile north-eastward from the extremity of Tanjong Datu.

Lat. $0^{\circ} 01' 00'' N.$, long. $103^{\circ} 49' 00'' E.$

(ii) At a distance of about 5 miles northward from (i).

Lat. $0^{\circ} 06' 00'' N.$, long. $103^{\circ} 49' 30'' E.$

Description.—In each case the sunken wreck of a vessel, partially visible above water.

Charts affected.—No. 1789, Channels between Sumatra, Linga, and Singkep.

„ 2757, Banka Strait to Singapore.

„ 2660a, China Sea, southern portion—western sheet.

Authority.—Hague Notice No. 502 of 1922. (*H. 1882-22.*)

GULF OF ADEN—GULF OF TAJURA.

Jibuti Bay and Approaches—Alterations in Buoyage and Beaconage.

No. 223 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 605 of 1922), are republished:—

Position.—Jibuti, lat. $11^{\circ} 35' N.$, long. $43^{\circ} 09' E.$ (*approx.*).

Details.—1: Extensive alterations in the buoyage and beaconage of Jibuti bay and approaches are shown on the accompanying reproduction of portions of chart No. 253. The buoy formerly marking Météore reef, which is omitted from the reproduction, has been withdrawn.

2. The buoys formerly marking Penguin and Etoile banks also the white can buoy formerly marking the shore bank northward of Plateau du Héron have been withdrawn and are to be expunged from the charts.
3. The black can buoy situated about 2½ miles westward of Mashah lighthouse has been replaced by a black bell buoy.

Charts affected.—No. 253, Jebel Jan to Shab Kulangarit, with plan. 8e, Red Sea, sheet V.

Publication.—Red Sea and Gulf of Aden Pilot, 1921, pages 522, 523, 524.

Authority.—French Hydrographer. (H. 7126-21.)



Reproduction of Portion of Chart No. 253.

0 1 2 3 4 5 Sea Miles

PERSIAN GULF, NORTHERN SHORE.

Khor Musa—Buoy and Beacons established.

No. 224 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 613 of 1922), are republished :—

(a) Buoy :

Position.—At the entrance to Khor Musa.

Lat. $29^{\circ} 53' 50''$ N., long. $49^{\circ} 04' 00''$ E. (*approx.*).

Description.—Not stated.

Note.—A conical buoy is to be inserted on the charts.

(b) Beacons :

(i) *Position*.—On Bu Seif.

Bu Seif, lat. $30^{\circ} 01' N.$, long. $48^{\circ} 57' E.$ (*approx.*).

Description.—Staff surmounted by a ball, 50 feet (15^m2) in height.

Note.—The exact position of this beacon is not stated and the word "*Beacon*" is to be inserted against the name "Bu Seif" on the charts.

(ii) *Position*.—On Daira island.

Daira island, lat. $30^{\circ} 05' N.$, long. $49^{\circ} 07' E.$ (*approx.*).

Description.—Staff surmounted by a cage.

Note.—The exact position of this beacon is not stated, it is to be inserted on the charts in approximately the centre of the island.

Chart affected.—No. 2837b, Persian Gulf, western sheet.

Publication.—Persian Gulf Pilot, 1915, page 276.

Authority.—Bombay Notice No. 139-CD of 1922. (*H. 2030-22.*)

PERSIAN GULF—SHATT-AL-ARAB.

Fao Light—Alteration in Character.

No. 225 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 45M of 1922), are republished :—

Date of alteration.—On and from 1st June 1922.

Position.—Lat. $29^{\circ} 59' N.$, long. $48^{\circ} 29' E.$ (*approx.*).

New abridged description.—Lt. Fl. R., *ev.* 4 sec. 25 ft. Vis 6m.

Alteration.—The character of the light will be altered from fixed red to flashing red every 4 seconds, thus :—

Flash	eclipse
1 sec.	3 sec.

Charts affected.—No. 1253, Shatt-al-Arab, Outer Bar to Fao.

" 1235, Mouth of the Euphrates.

" 2837b, Persian Gulf, Western Sheet.

Publications.—List of Lights, Part VI, 1922. No. 307, Indian List of lights, 40th issue, 1921. No. 32, Persian Gulf Pilot, 1915, page 284.

Authority.—Port Officer, Basrah, dated 25th April 1922.

The 20th May 1922.

INDIA, WEST COAST.

Deogarh, Fort point—Light unreliable.

No. 208 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 42M. of 1922), are republished :—

Position.—On the north-west bastion of the Fort. Lat. 16° 23' N., long. 73° 22' E. (approx.).

Details.—The correct period of the Deogarh occulting white light is 20 seconds, viz :—

Light	Eclipse
15 sec.	5 sec.

As the timing of this light is irregular the light is therefore considered "unreliable."

Charts affected.—No. 59, Deogarh harbour.
 „ 739, Boria Pagoda to Malvan.
 „ 2736, Gulf of Kutch to Viziadrug.
 „ 826, Karachi to Vengurla.
 „ 827, Vengurla to Cape Comorin.
 „ 748B, Indian Ocean, Northern portion.

Publications.—List of Lights, Part VI, 1922, No. 413,
 Indian List of Lights, 40th issue, 1921, No. 111.
 West Coast of India Pilot, 1919, page 193.

Authority.—Commissioner of Customs, Salt and Excise, Bombay, dated 3rd May 1922.

INDIA, WEST COAST—KARIL KACHAL CHANNEL.

Chaldea Rock Buoy—Removed for S. W. Monsoon.

No. 209 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 44M. of 1922), are republished :—

Position.—Lat. 15° 56½' N., long. 73° 28½' E. (approx.).

Details.—Chaldea Rock Buoy was removed from its position for the South-West Monsoon on 19th April 1922.

Authority.—Commissioner of Customs, Salt and Excise, Bombay, dated 3rd May 1922.

AUSTRALIA, NORTH-WEST COAST.

North-West Cape—Existence of Wreck.

No. 210 (second publication).—In Notice to Mariners No. 170 of 1922 under heading "Description", for "Standard Wreck" read "Stranded Wreck".

CHINA, EAST COAST—WENCHOW BAY.

North-east entrance to Sanpwan Pass—Unofficial light in operation.

No. 211 (second publication).—The Coast Inspector, Shanghai, has given Notice (No. 751 of 1922) that an unofficial fixed *white* light is exhibited from a tower situated near the south-east end of Middle Island, north-east entrance to Sanpwan Pass.

The light tower, which is about 17 feet high, and the dwellings are painted *white*.

The light, which is exhibited from a glassed screened lantern surmounting the tower, is elevated about 280 feet above sea level, and is reported by mariners to be visible in clear weather for a distance of about 20 miles. It is visible all round except where obscured by outlying islands.

This light is maintained by a private organisation for the benefit of junk traders, and cannot, therefore, be totally relied upon.

The 12th May 1922.

NEW ZEALAND, NORTH ISLAND.

Auckland Harbour—Prohibited Anchorage.

No. 194 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 191 of 1922), are republished:—

Position.—Resolution point, lat. $36^{\circ} 51' S.$, long. $174^{\circ} 48' E.$ (*approx.*).

Details.—A prohibited anchorage, within which telephone cables have been laid, has been established between the

• following limits:—

(a) A line joining Resolution point and the south-eastern corner of Victoria wharf, Dépôt point.

(b) A line drawn parallel to limit (a) and at a distance of 140 cables eastward from it.

Note.—This prohibited anchorage is to be inserted on the charts.

Remarks.—The direction of the cables will be indicated by the alignment of two light-beacons which it is intended to establish near Dépôt point, concerning which further Notice will be given when information has been received.

Charts affected.—No. 1970, Auckland harbour and approaches.

„ 1896, Entrances to Auckland harbour.

Publication.—New Zealand Pilot, 1919, page 188.

Authority.—Wellington Notice No. 67 of 1921. (*H. 187-22.*)

CEYLON, EAST COAST.

Komuriya Ridge—Caution with regard to Currents in vicinity.

No. 195 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 203 of 1922), are republished:—

Position.—Komuriya ridge, lat. $7^{\circ} 00' N.$, long. $81^{\circ} 54' E.$ (*approx.*).

Caution.—Vessels navigating the east coast of Ceylon in the vicinity of Komuriya ridge should exercise great caution, as the currents are variable and frequently set towards the shore.

Note.—A note to the above effect is to be inserted on the charts.

Charts affected.—No. 813, Ceylon, south part—south of latitude $7^{\circ} 20' N.$

„ 828, Cape Comorin to Cocanada.

Publications.—Bay of Bengal Pilot, 1910, pages 78, 87 to 91, 152.

Bay of Bengal Pilot, 1921 (*in press*).

Authority.—British India Steam Navigation Company. (*H. 7873-21.*)

RED SEA.

Suez Bay—Correction to Chart No. 233 with regard to Light on Light-Buoy.

No. 196 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 210 of 1922), are republished:—

Former Notice.—No. 113 of 1922. (*This Office No. 96 of 1922.*)

Position.—West Spit light-buoy, lat. $29^{\circ} 54' N.$, long. $32^{\circ} 32' E.$

Details.—The alteration in the light on the above light-buoy from fixed red to *flashing red*, notified in the former Notice, also affects the undermentioned chart which was not included in the list of charts affected.

Chart affected.—No. 233, The Suez canal (Compartment E).

Authority.—Hydrographic Department. (*H. 515-22.*)

NEW ZEALAND—NORTH ISLAND, MANUKAU HARBOUR ENTRANCE.

*Mahanihani (South Head) Leading Lights—Alteration
in Arcs of Visibility.*

No. 197 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 531 of 1922), are republished :—

Former Notice.—No. 1883 of 1921. (*This office No. 481 of 1921.*)

(a) Rear light :

Position.—On the signal mast on South head.

Lat. $37^{\circ} 03' S.$, long. $174^{\circ} 33' E.$ (*approx.*).

Alteration.—This *occulting white* light is now visible from 002° through east to 112° , and not as stated in the former Notice.

(b) Front light :

Position.—At a distance of 1.67 cables, 250° , from rear light.

Alteration.—This *occulting white* light is now visible from 017° through east to 114° , and not as stated in the former Notice.

Chart affected.—No. 2726, Manukau harbour.

Publications.—List of Lights. Part VI., 1922, Nos. : 963, 2964.

New Zealand Pilot, 1919, pages 67, 68, 70; Supplement No. 2, 1921

Authority.—Wellington Notice No. 69 of 1921. (*H. 455/22.*)

NEW ZEALAND—NORTH ISLAND, AUCKLAND APPROACH.

D'Urville Rocks—Beacon disappeared.

No. 198 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 532 of 1922), are republished :—

Position.—Lat. $36^{\circ} 43' S.$, long. $175^{\circ} 04' E.$ (*approx.*).

Details.—The beacon formerly marking D'Urville rocks has disappeared and is to be expunged from the charts.

Charts affected.—No. 1896, Entrances to Auckland harbour.

„ 2543, Maunganni bluff to Manukau harbour, and Tutukaka harbour to Mayor island.

Publication.—New Zealand Pilot, 1919, page 202.

Authority.—H.M.N.Z.S. *Chatham*, Hyd. Note No. 1 of 1922. (*H. 1161-22.*)

ARABIAN SEA—MAKRAN COAST.

Gwatar Bay—Existence of Shoals.

No. 199 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 541 of 1922), are republished :—

Position.—Jiunri (Jumari) village, lat. $25^{\circ} 03' N.$, long. $61^{\circ} 44' E.$ (*approx.*).

Details.—Shoal depths exist near the eastern shore of Gwatar bay in the following positions :—

Distance and bearing from charted position of centre of Jiunri village.

Depth.

(a) 1.90 miles 261°	3 fathoms ($5^{m}5$).
(b) 1.90 miles 283°	2½ „ ($4^{m}6$).
(c) 2.30 miles 248°	2½ „ ($5^{m}0$).

Chart affected.—No. 38. Plan of Gwatar bay.

Publication.—Persian Gulf Pilot, 1915, page 177.

Authority.—H.M.S. *Cyclamen*, Remark Book, 1921. (*H. 1775-22.*)

JAVA, NORTH COAST.

Semarang Bay.—Light established ; Light Buoy withdrawn.

No. 200 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 547 of 1922), are republished :—

Position.—On the outer extremity of the western mole at Semarang, at a distance of about 2 cables northward of the fixed green light.

Lat. $6^{\circ} 56'$ S., long. $110^{\circ} 24'$ E. (approx.).

Abridged description.—Lt. Fl. ev. 3 sec., 30 ft., vis. 10 m.

Characteristics :

Character.—Flashing white every three seconds, thus :

Flash,	eclipse
1 sec.	2 sec.

Elevation.—30 feet (9^m1).

Visibility.—10 miles.

Structure.—White iron framework, 26 feet (7^m9) in height.

Remarks.—The light-buoy with occulting white light, formerly situated off the end of the western mole, has been withdrawn.

Charts affected.—No. 932, Plan of Semarang bay.

„ 1653, Island of Java—western portion.

Publications.—List of Lights, Part VI., 1922, No. 895a.

Eastern Archipelago Pilot, Part II, 1913, page 117 ;
Supplement No. 5, 1921.

Authority.—Hague Notice No. 313 of 1922. (H. 1449-22.)

MADAGASCAR, EAST COAST.

Cape Amber to Andrava Bay.—Amendments to Charts.

No. 201 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 548 of 1922), are republished :—

Position.—Cape Amber, lat. $11^{\circ} 58'$ S., long. $49^{\circ} 17'$ E. (approx.).

Details.—General amendments to charts Nos. 758, 2762, 2899 and 597 with regard to the coast of Madagascar and offlying shoals and depths, between Cape Amber and Andrava bay, are shown on the accompanying reproductions of portions of those charts.

Charts affected.—No. 758, Cape St. Andrew to Antongil bay.

„ 2762, Comoro islands.

„ 2899, Chagos archipelago to Madagascar.

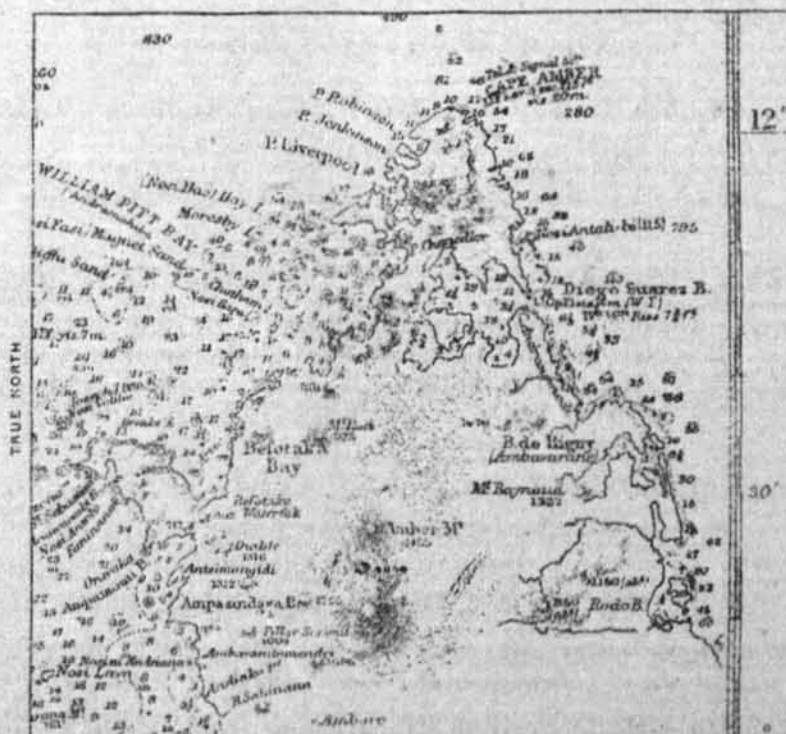
„ 597, Delagoa bay to Cape Guardafui.

Publications.—South Indian Ocean Pilot, 1911, pages 236 to 254 ;
Supplement No. 6, 1921.

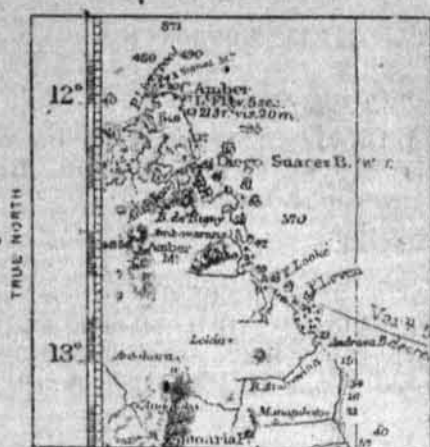
Authority.—Hydrographic Department and French Government Charts. (H. 7665-21.)



Reproduction of Portion of Chart N° 758.



Reproduction of Portion of Chart N^o 2762



CHINA SEA - PARACEL ISLANDS.

Bombay Reef—Existence of Wreck.

No. 202 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 551 of 1922), are republished :—

Position.—On the northern side of Bombay reef.

Lat. $16^{\circ} 04' 30''$ N., long. $112^{\circ} 30' 00''$ E. (*approx.*).

Description.—Stranded wreck of the *New York Maru* reported to be visible at a distance of about 14 miles.

Remarks.—This vessel, in January, 1922, was in an upright position and showed no sign of breaking up.

Charts affected.—No. 94, Paracel islands.

„ 2661a, China sea, northern portion—western sheet.

Publication.—China Sea Pilot, Vol. III, 1912, pages 107, 108.

Authority.—Lloyds' List., (H. 1561-22.)

INDIA, WEST—TRAVANCORE COAST.

Entrance to Quilon Roadstead—Buoys removed for S. W. Monsoon.

No. 203 (*third publication*).—The Principal Port Officer, Travancore Alleppey, has given notice, dated the 18th April 1922, that the buoys marking the entrance to the Quilon Roadstead will be removed on the 15th May 1922 for the ensuing monsoon, and will be replaced on or about the 15th September 1922.

INDIA, WEST—TRAVANCORE COAST, KOLACHEL.

Patna rock, red buoy—Removed for S. W. Monsoon.

No. 204 (third publication).—The Principal Port Officer, Travancore, Alleppey, has given notice, dated the 18th April 1922, that the Patna Rock, Red Buoy, will be removed on the 15th May 1922, for the ensuing monsoon, and will be replaced on or about the 15th September 1922.

PERSIAN GULF—SHATT-AL-ARAB APPROACH.

Pilot Vessel temporarily off station.

No. 205 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 37M. of 1922), are republished:—

Position.—Shatt-al-Arab Light-Vessel.

Lat. $29^{\circ} 44\frac{1}{2}'$ N., long. $48^{\circ} 48\frac{1}{2}'$ E. (approx.).

Details.—The Steam Pilot Vessel "Alert" will be off her station for a few days from 15th May 1922, during which time Pilots can be obtained from the Shatt-al-Arab Light-vessel.

Note.—Vessels must use their own boats for transshipping the Pilots.

Authority.—The Port Officer, Busrah, dated 11th April 1922.

INDIA, WEST COAST.

Cochin Harbour Approach—Report of sunken lighters.

No. 206 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 38M. of 1922), are republished:—

Details.—Two Cargo lighters loaded with rice are reported to have sunk in the following position and that they will probably break up shortly.

Position.—At a distance of about 3 miles, 281° from the Cochin Light house, in 7 fathoms.

Lat. $9^{\circ} 58\frac{1}{2}'$ N., long. $76^{\circ} 11'$ E. (approx.).

Note.—Meanwhile the above constitute a danger to vessels approaching the port.

Charts temporarily affected.—No. 749, West Coast of India, Sheet XI.

„ 827, Vengurla to Cape Comorin.

Authority.—Presidency Port Officer, Madras, Notice No. 36, dated 24th April 1922.

BAY OF BENGAL—BURMA, BASSEIN RIVER ENTRANCE.

Diamond Island—Baroni rock buoy.

No. 207 (third publication).—

Former Notice.—No. 461 of 1921.

Subject.—The unlighted spherical buoy marking the Baroni rock one mile north-east of Diamond Island has been replaced by an acetylene gas buoy painted black with white horizontal bands showing a flashing white light.

Charts affected.—No. 834, Bassein river and approaches.

„ 3772, Calventuras to Bassein river.

„ 823, Koronge island to White Point.

Publication.—Bay of Bengal Pilot, 1910, page 447; Supplement No. 5, 1920.

Authority.—Port Officer, Bassein, Burma, Notice, dated 6th May 1922.

P. G. GLANVILLE, COMMANDER, R.I.M.

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, JUNE 14, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.

H. E. SPRY,
*Secretary to the Government of Bengal,
Marine Department (offg.).*

CALCUTTA, the 2nd June 1922.

PERSIAN GULF—KUWAIT HARBOUR.

Rasal Arz—Light replaced in position.

*No. 226 (first publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 47M. of 1922), are republished:—

Former notice.—No. 33M. of 1922 (*this Office No. 184 of 1922*), hereby cancelled.

Position.—Lat. $29^{\circ} 21' N.$, long. $48^{\circ} 06' E.$ (approx.).

Details.—The above light has been reinstalled in its original position.

Charts which were temporarily affected.—No. 22, Kuwait Harbour.
„ 2837b, Persian Gulf,
Western Sheet.

Publications.—List of Lights, Part VI, 1922, No. 303.

Indian List of Lights, 40th issue, 1921, No. 24.

Persian Gulf Pilot, 1915, page 148.; Supplement No. 6, 1921.

Authority.—Resident, Bushire, Telegram, dated the 17th May 1922.

BAY OF BENGAL—BURMA COAST.

Rangoon river approach—Pilot brig "Kyauktan" to be relieved by a steam-vessel.

No. 227 (first publication).—

Subject.—On or about the middle of June 1922 the pilot brig "Kyauktan" will be relieved on the pilot station by a steam-vessel painted white with the word "Pilot" in black letters on each side of the vessel.

The steam pilot vessel will have two masts and one funnel painted yellow with black top and has a clipper bow with a short bowsprit. She will exhibit the lights and signals as required by Article 8 of the Regulations for preventing collisions at sea.

Charts affected.—No. 833, Rangoon river and approaches.

„ 823, Koronge island to White point.

„ 830, Bassein river to Pulo Penang.

Publication.—Bay of Bengal Pilot, 1910, page 458; Supplement No. 5, 1920.

Authority.—Deputy Conservator of the Port of Rangoon, Notice, dated the 29th May 1922.

The 25th May 1922.

RED SEA—SUEZ BAY.

Kalah Kebireh, North and South Beacons—Alteration in Character of Lights.

No. 212 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 560 of 1922), are republished :—

(1) North beacon :

Position.—Lat. $29^{\circ} 55'$ N., long. $32^{\circ} 32'$ E. (approx.).

New abridged description.—2 Lts. Fl. R. W. (veril.), ev. 5 sec., 57 and 42 ft.

Alteration.—The character of the two lights has been altered from fixed red and fixed white to *flashing red* and *flashing white every five seconds*, thus :

Flash	eclipse
0.5 sec.	4.5 sec.

(2) South beacon:

Position.—Lat. $29^{\circ}54'$ N., long. $32^{\circ}32'$ E. (*approx.*).

New abridged description.—2 Lts. Fl. R. (*vertl.*), *ev.* 5 sec., 44 and 29 ft.

Alteration.—The character of the two lights has been altered from fixed red to *flashing red every five seconds*, thus:

Flash	eclipse
0.5 sec.	4.5 sec.

Charts affected.—No. 734, Suez bay.

„ 233, The Suez canal.

Publications.—List of Lights, Part V, 1922, Nos. 2165, 2166.

Authority.—Alexandria Notice No. 1 of 1922. (*H. 1632/22.*)

PERSIAN GULF ENTRANCE—OMAN COAST.

Rams—Shoal Water reported north-westward of.

No. 213 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 562 of 1922), are republished.

Position.—At a distance of about $1\frac{1}{2}$ miles north-westward of Rams tower. Lat. $25^{\circ}54'07''$ N., long. $56^{\circ}00'40''$ E.

Depth.—3 fathoms (5^m5).

Note.—The 3-fathom contour line is to be amended on the charts to include the above position, from which it runs in an approximately straight line in a north-easterly and south-westerly direction.

Charts affected.—No. 753, Entrance to the Persian gulf.

„ 2837a, Persian gulf—eastern sheet.

Publication.—Persian Gulf Pilot, 1915, page 76.

Authority.—H.M.S. *Cyclamen*, Hyd. Note No. 1 of 1922. (*H. 190622.*)

PROTUGUESE EAST AFRICA.

Beira Approach Depths.

No. 214 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 563 of 1922) are republished:—

Position.—Beira, lat. $19^{\circ}49'$ S., long. $34^{\circ}50'$ E. (*approx.*).

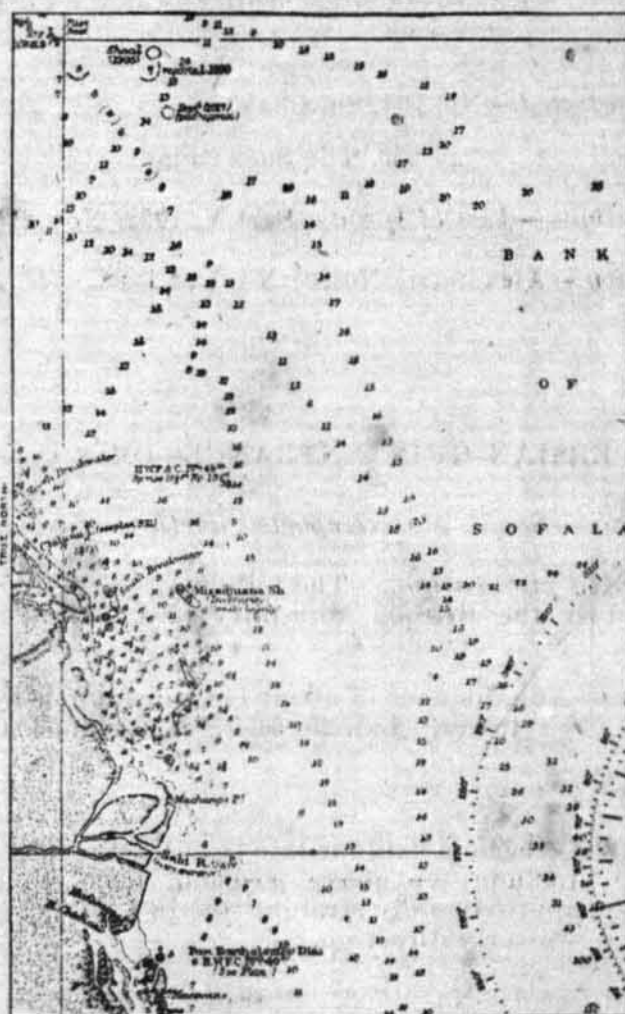
Details.—Additional depths in the southern approach to Beira are shown on the accompanying reproductions of portions of charts Nos. 648 and 597.

Charts affected.—No. 648, Delagoa bay to River Zambezi.

„ 597, Delagoa bay to Cape Guardafui.

Publications.—Africa Pilot, Part III, 1915, pages 222, 223.

Authority.—H. M. S. *Lowestoft*, Remark Book, 1921. (H. 904/22.)



Reproduction of Portion of Chart No. 648.



Reproduction of Portion of Chart No. 597.

MADAGASCAR, WEST COAST—MOZAMBIQUE CHANNEL.

Juan de Nova (St. Christopher Island)—Amendment to chart.

No. 215 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 564 of 1922), are republished:—

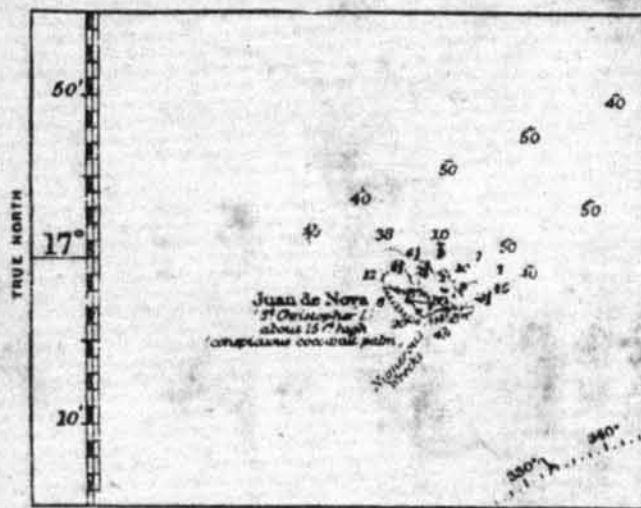
Position.—Lat. $17^{\circ} 03' S.$, long. $42^{\circ} 46' E.$ (*approx.*).

Details.—The accompanying reproduction of a portion of chart No. 759a shows the necessary corrections to that chart with regard to Juan de Nova and the positions of three beacons, together with the shore reef and depths in the vicinity.

Chart affected.—No. 759a, Cape St. Andrew to Bevato island.

Publications.—South Indian Ocean Pilot. 1911, pages 416, 417; Supplement No. 6, 1921.

Authority.—Paris Notice No. 219 of 1922. (*H. 1192/22.*)



Reproduction of Portion of Chart N° 759a

PHILIPPINE ISLANDS—MINDORO ISLAND.

Escarceo Point Light—Amended Arc of Visibility.

No. 216 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 577 of 1922), are republished:—

Position.—Lat. $13^{\circ} 31' N.$, long. $120^{\circ} 59' E.$ (*approx.*).

Details.—This *flashing white* light is reported to be visible from 138° through south, to 012° , and not as shown on the chart and in the Admiralty List of Lights, which are to be amended accordingly.

Chart affected.—No. 949, Plan of Port Galera and Varadero bay.

Publication.—List of Lights, Part VI, 1922, No. 1253.

Authority.—U. S. Hyd. Office Notice No. 4714 of 1921. (*H. 7787/21.*)

BAY OF BENGAL—INDIA, COROMANDEL COAST.

Madras Harbour and Roadstead—Amendments to Chart.

No. 217 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 581 of 1922), are republished:—

Position.—Harbour office, lat. $13^{\circ} 06' N.$, long. $80^{\circ} 18' E.$ (*approx.*).

Chart affected.—No. 575, Plan of Madras roadstead.

Publications.—Bay of Bengal Pilot, 1910, pages 217 to 219; Supplement No. 5, 1920.

Bay of Bengal Pilot, 1921 (*in press*).

Authority.—H.M.S. *Southampton*. (H. 1220/22.)



Reproduction of Portion of Chart No. 575

30 Cables in
1.500 Miles

SOUTH PACIFIC OCEAN—FIJI ISLANDS, VITI LEVU.

Nasilai Reef Light—Obscured Sector to be discontinued.

No. 218 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 582 of 1922), are republished:—

Date of alteration.—On the 1st June 1922.

Position.—Lat. $18^{\circ} 08' \text{ S.}$, long. $178^{\circ} 42' \text{ E.}$ (*approx.*).

Alteration.—The obscured sector of this group flashing white light will be abolished, and the light will then be visible all round the horizon.

Note.—No further notice will be given.

Charts affected.—No. 905, Suva harbour to Levuka.

„ 2691, Fiji islands.

„ 441, Fiji islands—Eastern group, southern portion.

„ 167, Kandavu island and passage.

Publications.—List of Lights, Part VI, 1922, No. 3146.

Authority.—Colonial Secretary, Suva, Fiji. (H. 1902/22.)

JAPAN—SHIMONOSEKI KAIKYO.

Hayatomo Seto—Wreck marked by Light-Buoy.

No. 219 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 584 of 1922), are republished:—

(a) Wreck:

Position.—At a distance of about $2\frac{1}{2}$ cables north-eastward from Moji zaki.

Lat. $33^{\circ} 57' 52''$ N., long. $130^{\circ} 58' 01''$ E.

Description.—Sunken wreck of a steamer.

(b) Light-buoy:

Position.—Marking the wreck.

Description.—A green conical wreck-marking light-buoy, exhibiting an *occulting green light every eight seconds*, thus:

Light	eclipse.
4 sec.	4 sec.

Charts affected.—No. 3114, Moji and Shimonoseki ko.

„ 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

Authority.—Tokyo, Department of Communications, Notice No. 244 of 1922: (H. 1846/22.)

EASTERN ARCHIPELAGO—BORNEO, EAST COAST.

Kelumpang Bay—Existence of Rock.

No. 220 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 595 of 1922), are republished:—

Position.—At a distance of 7.65 cables 270° from the flagstaff on Tanjong Batu.

Lat. $3^{\circ} 01'$ S., long. $116^{\circ} 12'$ E. (*approx.*).

Description.—A rock with a depth of 6 feet ($1^m 8$).

Note.—The symbol for a rock with a depth of less than 6 feet ($1^m 8$) is to be inserted on the charts in the above position.

Charts affected.—No. 3031, Plan of Kelumpang bay.

„ 2637, South part of the Strait of Makassar.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 352.

Authority.—Hague Notice No. 579 of 1922. (H. 1967-22.)

CHINA—GULF OF PE CHILI.

Pei-Ho (Peking) River Approach—Wreck-marking Light-Buoy established.

No. 221 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 600 of 1922), are republished :—

Former Notice.—No. 2186 of 1921. (*This office No. 58 of 1922.*)

Position.—At a distance of about half a cable northward of the wreck (1921) situated about 9 cables, 276°, from the charted position of Taku light-vessel.

Lat. 38° 57' N., long. 117° 51' E. (*approx.*).

Description.—A green wreck-marking light-buoy exhibiting a *flashing green light every three seconds*, thus :

Flash	eclipse
0·3 sec.	2·7 sec.

Chart affected.—No. 2653, Pei-ho or Peking river—sheet 1.

Authority.—Shanghai Notice No. 747 of 17th February 1922. (*H. 2041-22.*)

SUMATRA, EAST COAST.

Tanjong Datu—Wrecks northward of.

No. 222 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 602 of 1922), are republished :—

Positions.—(i) At a distance of about one mile north-eastward from the extremity of Tanjong Datu.

Lat. 0° 01' 00" N., long. 103° 49' 00" E.

(ii) At a distance of about 5 miles northward from (i).

Lat. 0° 06' 00" N., long. 103° 49' 30" E.

Description.—In each case the sunken wreck of a vessel, partially visible above water.

Charts affected.—No. 1789, Channels between Sumatra, Linga, and Singkep.

„ 2757, Banka Strait to Singapore.

„ 2660a, China Sea, southern portion—western sheet.

Authority.—Hague Notice No. 502 of 1922. (*H. 1882-22.*)

GULF OF ADEN—GULF OF TAJURA.

Jibuti Bay and Approaches—Alterations in Buoyage and Beaconage.

No. 223 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 605 of 1922), are republished :—

Position.—Jibuti, lat. 11° 35' N., long. 43° 09' E. (*approx.*).

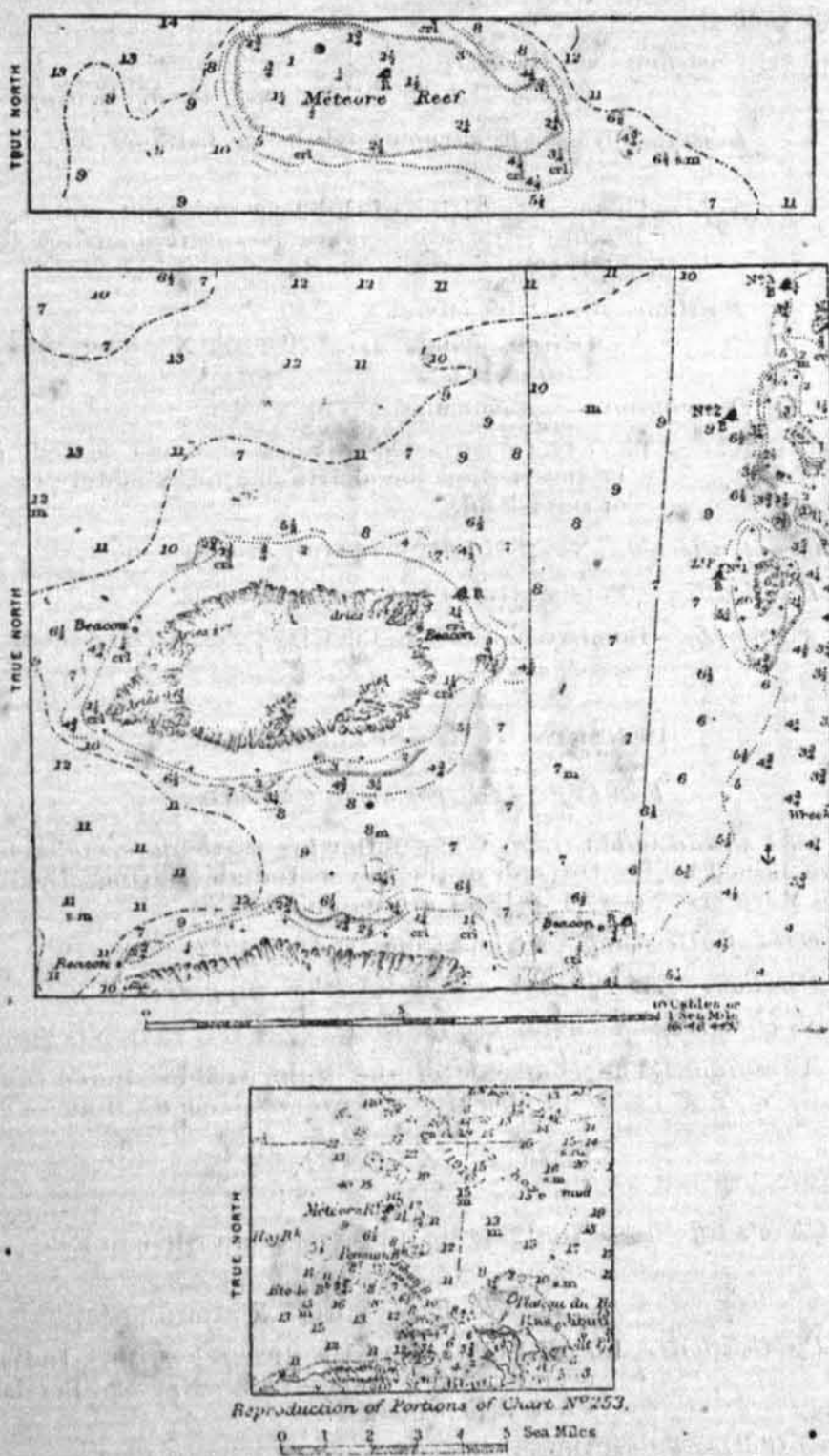
Details.—1. Extensive alterations in the buoyage and beaconage of Jibuti bay and approaches are shown on the accompanying reproduction of portions of chart No. 253. The buoy formerly marking Météore reef, which is omitted from the reproduction, has been withdrawn.

2. The buoys formerly marking Penguin and Etoile banks also the white can buoy formerly marking the shore bank northward of Plateau du Héron have been withdrawn and are to be expunged from the charts.
3. The black can buoy situated about 2½ miles westward of Mashah lighthouse has been replaced by a black bell buoy.

Charts affected.—No. 253, Jebel Jan to Shab Kulangarit, with plan. 8e, Red Sea, sheet V.

Publication.—Red Sea and Gulf of Aden Pilot, 1921, pages 522, 523, 524.

Authority.—French Hydrographer. (H. 7126-21.)



PERSIAN GULF, NORTHERN SHORE.

Khor Musa—Buoy and Beacons established.

No. 224 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 613 of 1922), are republished :—

(a) Buoy :

Position.—At the entrance to Khor Musa.

Lat. $29^{\circ} 53' 50''$ N., long. $49^{\circ} 04' 00''$ E. (*approx.*).

Description.—Not stated.

Note.—A conical buoy is to be inserted on the charts.

(b) Beacons :

(i) *Position.*—On Bu Seif.

Bu Seif, lat. $30^{\circ} 01' N.$, long. $48^{\circ} 57' E.$ (*approx.*).

Description.—Staff surmounted by a ball, 50 feet (15^m2) in height.

Note.—The exact position of this beacon is not stated and the word “Beacon” is to be inserted against the name “Bu Seif” on the charts.

(ii) *Position.*—On Daira island.

Daira island, lat. $30^{\circ} 05' N.$, long. $49^{\circ} 07' E.$ (*approx.*).

Description.—Staff surmounted by a cage.

Note.—The exact position of this beacon is not stated, it is to be inserted on the charts in approximately the centre of the island.

Chart affected.—No. 2837b, Persian Gulf, western sheet.

Publication.—Persian Gulf Pilot, 1915, page 276.

Authority.—Bombay Notice No. 139-CD of 1922. (H. 2030-22.)

PERSIAN GULF—SHATT-AL-ARAB.

Fao Light—Alteration in Character.

No. 225 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 45M of 1922), are republished :—

Date of alteration.—On and from 1st June 1922.

Position.—Lat. $29^{\circ} 59' N.$, long. $48^{\circ} 29' E.$ (*approx.*).

New abridged description.—Lt. Fl. R., ev. 4 sec. 25 ft. Vis 6m.

Alteration.—The character of the light will be altered from fixed red to flashing red every 4 seconds, thus :—

Flash	eclipse
1 sec.	3 sec.

Charts affected.—No. 1253, Shatt-al-Arab, Outer Bar to Fao.

„ 1235, Mouth of the Euphrates.

„ 2837b, Persian Gulf, Western Sheet.

Publications.—List of Lights, Part VI, 1922. No. 307, Indian List of lights, 40th issue, 1921. No. 32, Persian Gulf Pilot, 1915, page 284.

Authority.—Port Officer, Basrah, dated 25th April 1922.

The 20th May 1922.

INDIA, WEST COAST.

Deogarh, Fort point—Light unreliable.

No. 208 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 42M. of 1922), are republished :—

Position.—On the north-west bastion of the Fort. Lat. 16° 23' N., long. 73° 22' E. (approx.).

Details.—The correct period of the Deogarh occulting white light is 20 seconds, viz :—

<u>Light</u>	<u>Eclipse</u>
15 sec.	5 sec.

As the timing of this light is irregular the light is therefore considered "unreliable."

Charts affected.—No. 59, Deogarh harbour.
 " 739, Boria Pagoda to Malvan.
 " 2736, Gulf of Kutch to Viziadrug.
 " 826, Karachi to Vengurla.
 " 827, Vengurla to Cape Comorin.
 " 748B, Indian Ocean, Northern portion.

Publications.—List of Lights, Part VI, 1922, No. 413,
 Indian List of Lights, 40th issue, 1921, No. 111.
 West Coast of India Pilot, 1919, page 193.

Authority.—Commissioner of Customs, Salt and Excise, Bombay, dated 3rd May 1922.

INDIA, WEST COAST—KARIL KACHAL CHANNEL.

Chaldea Rock Buoy—Removed for S. W. Monsoon.

No. 209 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 44M. of 1922), are republished :—

Position.—Lat. 15° 56½' N., long. 73° 28½' E. (approx.).

Details.—Chaldea Rock Buoy was removed from its position for the South-West Monsoon on 19th April 1922.

Authority.—Commissioner of Customs, Salt and Excise, Bombay, dated 3rd May 1922.

AUSTRALIA, NORTH-WEST COAST.

North-West Cape—Existence of Wreck.

No. 210 (third publication).—In Notice to Mariners No. 170 of 1922 under heading "Description", for "Standard Wreck" read "Stranded Wreck".

CHINA, EAST COAST—WENCHOW BAY.

North-east entrance to Sanpwan Pass—Unofficial light in operation.

No. 211 (third publication).—The Coast Inspector, Shanghai, has given Notice (No. 751 of 1922) that an unofficial fixed *white* light is exhibited from a tower situated near the south-east end of Middle Island, north-east entrance to Sanpwan Pass.

The light tower, which is about 17 feet high, and the dwellings are painted *white*.

The light, which is exhibited from a glassed screened lantern surmounting the tower, is elevated about 280 feet above sea level, and is reported by mariners to be visible in clear weather for a distance of about 20 miles. It is visible all round except where obscured by outlying islands.

This light is maintained by a private organisation for the benefit of junk traders, and cannot, therefore, be totally relied upon.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, JUNE 21, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.

H. E. SPRY,
*Secretary to the Government of Bengal,
Marine Department (offg.).*

CALCUTTA, the 9th June 1922.

BORNEO, SOUTH COAST.

Barito River Entrance—Alteration in Position of Light-Vessel; Wreck marked by Beacon.

No. 228 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 622 of 1922), are republished:—

(a) Alteration in position of light-vessel:

New position.—At a distance of about three quarters of a mile westward of charted position.

Lat. $3^{\circ} 38' 54''$ S., long. $114^{\circ} 29' 28''$ E.

Description.—Barito light-vessel, exhibiting an *occulting white* light, as described in the Admiralty List of Lights.

Note.—The position of this light-vessel is correctly shown on some copies of the chart.

(b) Wreck marked by beacon:

Position.—In the former position of the Barito light-vessel.

Lat. $3^{\circ} 38' 54''$ S., long. $114^{\circ} 30' 11''$ E.

Description.—Sunken wreck of a former light-vessel.

Remarks.—The wreck is marked by a beacon with a white cylindrical topmark.

Note.—The wreck-marking buoy, shown in this position on some copies of the chart, has been withdrawn.

Chart affected.—No. 3029, Tanjong Selatan to Tanjong Malayur.

Publications.—List of Lights, Part VI, 1922, No. 1080.
Eastern Archipelago Pilot, Part II, 1913, page 333; Supplement No. 5, 1921.

Authority.—Hague Notices Nos. 380 and 507 of 1922. (*H.* 1453 & 1887/22.)

CHINA, SOUTH COAST—HONGKONG.

Tathong Point Light—Amended Arc of Visibility.

No. 229 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 623 of 1922), are republished:—

Former Notice.—No. 244 of 1922. (*This office No. 146 of 1922.*)

Position.—Lat. $22^{\circ} 14' N.$, long. $114^{\circ} 17' E.$ (*approx.*).

Details.—This *flashing white* light, with *red* sector, is visible as follows:

White from 306° through north to 028° ;

Red thence to 037° ;

White thence to 141° .

Obscured elsewhere.

Charts affected.—No. 1466, Hongkong.

„ 3605, Hongkong to Mirs bay.

„ 1180, Approaches to Hongkong.

„ 3026, Macao to Pedro Blanco, including Hongkong.

Publication.—List of Lights, Part VI, 1922, No. 1523.

Authority.—H.M.S. *Hawkins* Hyd. Note No. 1 of 1922. (*H.* 2079/22.)

SOUTH AFRICA—CAPE OF GOOD HOPE.

East London—Alteration in Port Office Signals.

No. 230 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 629 of 1922), are republished:—

Position.—Port office, lat. $33^{\circ} 02' S.$, long. $27^{\circ} 55' E.$ (*approx.*).

Alteration.—A cone has been substituted for the black ball formerly used in the bar signals by day. These signals, which are made from the signal station and port office flagstaffs to indicate the state of the bar, are now as follows:—

(a) A cone hoisted half-way up to the yard-arm signifies “Bar dangerous.”

(b) A cone hoisted at the yard-arm signifies “Bar impassable.”

Publication.—Africa Pilot, Part III, 1915, page 146.

Authority.—Johannesburg Notice No. 155 of 1922. (*H.* 2188-22.)

JAVA, NORTH COAST.

Tegal Road—Non-existence of Wrecks.

No. 231 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 630 of 1922), are republished:—

Position.—(a) At a distance of 2·05 miles 014° from Tegal light.
Lat. $6^{\circ} 49'$ S., long. $109^{\circ} 09'$ E.

(b) At a distance of about 3·75 cables south-westward from (a).

Details.—The wrecks indicated on the charts in the above positions no longer exist; the red and white wreck-buoy and green wreck-buoy, formerly marking them, have been withdrawn in consequence.

Charts affected.—No. 3311, Plan of Tegal road.

„ 1653, Island of Java, western portion.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 113.

Authority.—Netherlands Hydrographer. (*H.* 5765-21.)

SOUTH PACIFIC OCEAN—NEW IRELAND.

Lihir (Gerrit Denys) Island—Reef reported southward of.

No. 232 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 631 of 1922), are republished:—

Position.—At a distance of about 6 miles south-westward of the charted position of the southern extremity of Lihir island.

Lat. $3^{\circ} 19'$ S., long. $152^{\circ} 35'$ E. (*approx.*).

Details.—The S.S. *Reginald Maru* reports the discovery of an isolated coral reef in the above position. Further particulars are not stated.

Note.—The position on the chart is to be encircled by a danger line and marked "*Reef Repd. (1922) (P.A.)*."

Charts affected.—No. 2766, North-east coast of New Guinea, etc.

„ 780, Pacific ocean—south-west sheet.

„ 2759a, Australia—northern portion.

Publications.—Pacific Islands Pilot, Part Vol. I, 1921, page 515.

Authority.—Australian Hydrographer. (*H.* 2360-22.)

AUSTRALIA—QUEENSLAND, EAST COAST.

Brisbane River Entrance—Quarantine Anchorage.

No. 233 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 633 of 1922), are republished:—

Position.—Pile lighthouse, lat. $27^{\circ} 19'$ S., long. $153^{\circ} 13'$ E. (*approx.*).

Details.—The Quarantine anchorage for the port of Brisbane is bounded by a line drawn for a distance of 8·70 cables 099° from a position situated 3·55 cables 054° from Pile lighthouse; thence for a distance of 4·95 cables in a 182° direction; thence for a distance of 9·40 cables in a 279° direction, and thence back to the first position.

Remarks.—The note "Quarantine Stn." on Peel island, in lat. $27^{\circ} 30' S.$, long. $153^{\circ} 22' E.$, is to be expunged from chart No. 1029.

Charts affected.—No. 1674, Brisbane river.

„ 1670b, Moreton bay—southern portion.

„ 1029, Danger point to Cape Moreton

Publications.—Australia Pilot. Vol. III., 1916, page 108.

Authority.—Commonwealth of Australia Gazette. (H. 1809-21.)

CELEBES, SOUTH EAST COAST—GULF OF BONI.

Boni to Tanjong Bua—Amendments to Chart with regard to Shoals and Depths.

No. 234 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 640 of 1922), are republished:—

Position.—Boni, lat. $4^{\circ} 32' S.$, long. $120^{\circ} 20' E.$ (approx.).

Details.—The accompanying reproductions of portions of charts Nos. 3616, 941b, 942a, 2759a, and 1263, show extensive amendments and corrections with regard to off-lying shoals and depths, etc., between Boni and Tanjong Bua.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.

„ 941b, Eastern Archipelago—sheet 2.

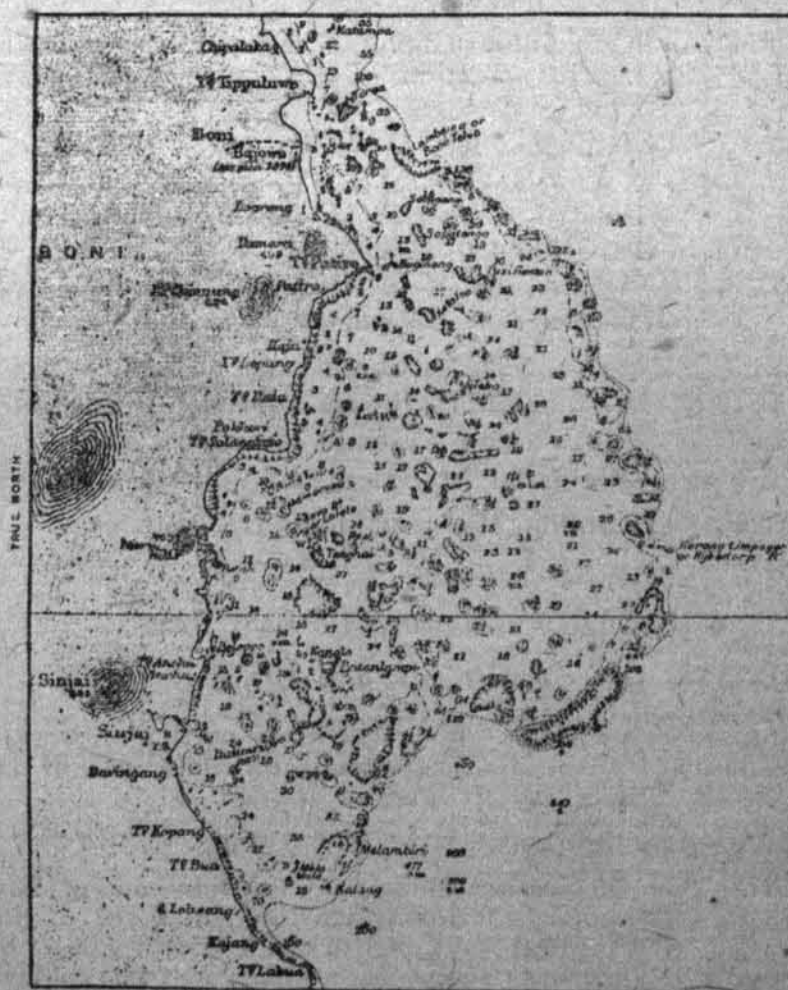
„ 942a, Eastern Archipelago—sheet 3.

„ 2759a, Australia—northern portion.

„ 1263, China sea.

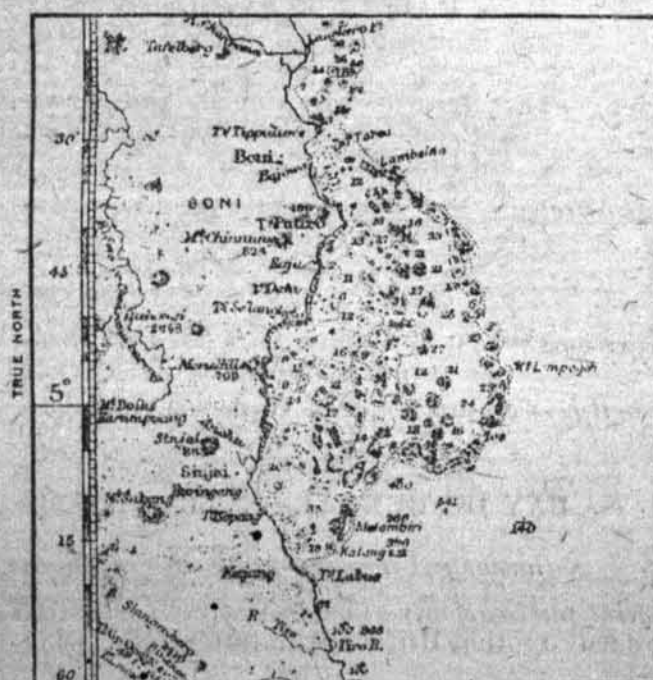
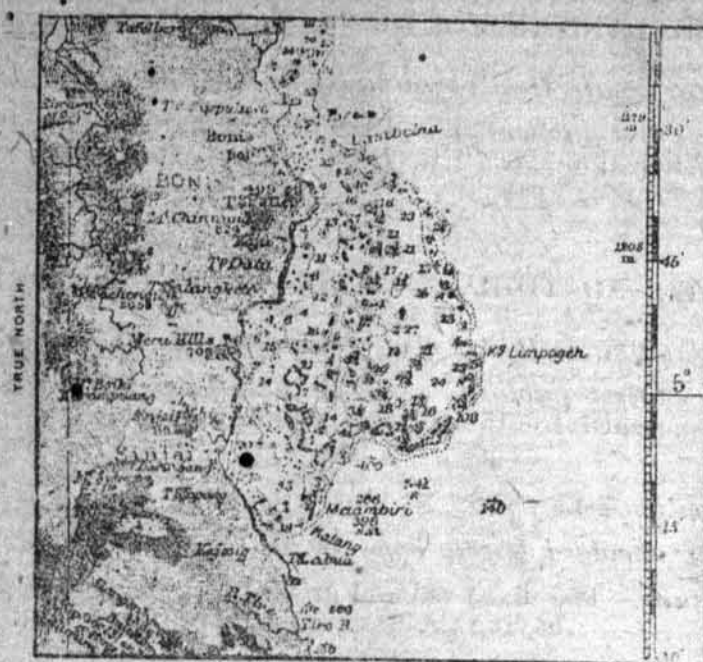
Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 459 to 461.

Authority.—Netherlands Government Chart. (H. 702/22.)



Reproduction of Portion of Chart No. 3616

0 10 20 30 Sea Miles



NEW ZEALAND—NORTH ISLAND, MANUKAU HARBOUR ENTRANCE.

Mahanihani (South Head) leading lights—Alteration in Arcs of visibility.

No. 235 (first publication).—In Notice to Mariners No. 197 of 1922 under heading "Alteration" of "(b) Front light" the words "through case" should read "through east."

BORNEO, NORTH-EAST COAST—KUDAT HARBOUR ENTRANCE.

Sandilands Rock Light—Alterations in Characteristics.

No. 236 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 662 of 1922), are re-published :—

Position.—Lat. $6^{\circ} 52'$ N., long. $116^{\circ} 52'$ E. (*approx.*).

New abridged description.—Lt. Fl. ev. 3 sec. (U).

Details.—The fixed red and green light has been replaced by a light having the undermentioned character :—

Character.—Flashing white every three seconds, thus :

Flash,	eclipse,
0.3 sec.	2.7 sec.

Remarks.—The light is unwatched, and is visible all round the horizon; the other characteristics of the light are not stated.

Charts affected.—No. 946, Kudat harbour.
 „ 3728, Marudu bay.
 „ 967, Palawan island.
 „ 287, Gaya bay to Sandakan harbour.

Publications.—List of Lights, Part VI, 1922, No. 1113.
 Eastern Archipelago Pilot, Part I, 1911, page 144.

Authority.—Commissioner of Customs, Sandakan. (H. 2170/22.)

BAY OF BENGAL—NICOBAR ISLANDS.

Nancowry Harbour—Existence of Shoals.

No. 237 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 663 of 1922), are re-published :—

(a) *Position.*—In the northern part of Wasp bay, at a distance of 1.57 miles 226° from the flagstaff on Ray point.
 Lat. $8^{\circ} 01'$ N., long. $93^{\circ} 31'$ E. (*approx.*).

Depth.— $5\frac{1}{2}$ fathoms (9 6), coral.

(b) *Position.*—In the south-western approach to Nancowry harbour, at a distance of 2.50 cables 180° from Burleigh rock.
 Lat. $7^{\circ} 59'$ N., long. $93^{\circ} 30'$ E. (*approx.*).

Depth.— $3\frac{1}{2}$ fathoms (5^m9), rock.

(c) *Position.*—At a distance of about $1\frac{1}{2}$ cables north-westward from (b), and 1.75 cables 208° from Burleigh rock.

Depth.— $4\frac{1}{2}$ fathoms (7^m8), rock.

Charts affected.—No. 841, Nancowry harbour.
 „ 840, Nicobar islands.

Publications.—Bay of Bengal Pilot, 1910, pages 381, 382.
 Bay of Bengal Pilot, 1921 (*in press*).

Authority.—Director, Royal Indian Marine. (H. 2034-22.)

PHILIPPINE ISLANDS—LUZON, EAST COAST.

Kalagua Islands—Non-existence of Shoal north-eastward of.

No. 238 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 673 of 1922), are republished:—

Position.—Centre of shoal, lat. $14^{\circ} 46' N.$, long. $123^{\circ} 25' E.$ (approx.).

Details.—The charted shoal, about 20 miles in extent, with 3 to 5 fathoms of water over it, does not exist and is to be expunged from the charts.

Charts affected.—No. 3806, Cabra island to San Fernando point, etc.

„ 2577, Philippine islands between San Bernardino and Mindoro straits.

„ 943, Molucca passage to Manila.

„ 2483, Atlantic and Indian oceans, etc.

„ 2683, Pacific ocean.

„ 1263, China sea.

„ 781, Pacific ocean—north-west sheet.

„ 2937, Oceanic soundings, Indian and Western Pacific oceans.

Publications.—Eastern Archipelago Pilot, Part I, 1911, page 554.

Authority.—Manila Notice No. 11 of 1921. (H. 1298-22.)

PHILIPPINE ISLANDS—MINDANAO, NORTH-EAST COAST.

Great Bukas Island—Light established.

No. 239 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 674 of 1922), are republished:—

Position.—On Dahakit point, the southern extremity of Great Bukas island.

Lat. $9^{\circ} 33' 45'' N.$, long. $125^{\circ} 56' 30'' E.$

Abridged description.—Lt. Fl. ev. $\frac{5}{5}$ sec., 100 ft., vis. 10 m. (U).

Characteristics:

Character.—Flashing white every five seconds.

Elevation.—100 feet (30^m5).

Visibility.—10 miles.

Structure.—White concrete pillar, 30 feet (9^m1) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 2578, Eastern part of the Sulu or Mindoro sea.

„ 943, Molucca passage to Manila.

Publications.—List of Lights, Part VI, 1922, No. 1158a.

Eastern Archipelago Pilot, Part I, 1911, page 426.

Authority.—U. S. Light List, 1921. (H. 1527-22.)

JAPAN—HOKUSHU, WEST COAST.

Suttsu Bay—Existence of Wreck.

No. 240 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 682 of 1922), are republished :—

Position.—At a distance of about one mile south-eastward of Iwasaki.

Lat. $42^{\circ} 47' 02''$ N., long. $140^{\circ} 17' 41''$ E.

Description.—Sunken wreck of the SS. *Nachi Yama Maru* with one mast showing about 15 feet (4^m6) above water.

Note.—The note “(marked by 2 buoys)” is to be placed against this wreck on the plan of Suttsu bay on chart No. 993.

Charts affected.—No. 993, Plan of Suttsu bay.

„ 3438, Oshima to Furubirawan.

Authority.—Tokyo Notice No. 49 of 1922. (H. 2144-22.)

AUSTRALIA, SOUTH COAST—VICTORIA, PORT WESTERN.

Round Island Light—Alteration in Sectors.

No. 241 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 683 of 1922), are republished :—

Position.—Lat. $38^{\circ} 31'$ S., long. $145^{\circ} 07'$ E. (approx.).

New abridged description.—Lt. Gp. Fl. (2) W. R. G., ev. 9 sec., 112 ft. vis. 12, 6, 6 m. (U).

Alteration.—A green sector has been inserted in this light, which now has the undermentioned characteristics :—

Character.—Group flashing with white, red and green sectors, showing two flashes every nine seconds, thus :

Flash,	eclipse,	flash,	eclipse,
0.5 sec.	1.0 sec.	0.5 sec.	7.0 sec.

Elevation.—112 feet (34^m1).

Visibility.—White light 12 miles ; red and green lights 6 miles.

Sectors.—Red from the south coast of Phillip island to 071° ;

White thence to 157° ;

Green thence to 213° ;

Red thence to the north-west coast of Phillip island.

Structure.—White circular lantern, 15 feet (4^m6) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 1707, Port Western.

„ 1171, Port Phillip.

„ 1695b, Bass strait—western sheet.

„ 3169, Port Phillip to Cabo island.

Publications.—List of Lights, Part VI, 1922, No. 2481.

Australia Pilot, Vol. II, 1918, page 155 ; Supplement No. 3, 1921.

Authority.—Melbourne Notice No. 2 of 1922. (H. 2212-22.)

PORTUGUESE EAST AFRICA.

River Chinde Entrance—Caution with regard to Wrecks.

No. 242 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 685 of 1922), are republished :—

Position.—Portuguese signal station, lat. $18^{\circ} 34' S.$, long $36^{\circ} 29' E.$ (*approx.*).

Details.—During a recent cyclone most of the ships at anchor in the roadstead off Chinde were sunk.

Note.—The note "*Many wrecks reported in the roadstead (Feb. 1922)*" is to be inserted on the chart.

Chart affected.—No. 1421, Plan of bar and entrance of the River Chinde.

Publication.—Africa Pilot, Part III, 1915, page 235.

Authority.—Hydrographic Department. (*H. 2105-22.*)

JAPAN—SHIMONOSEKI KAIKYO.

Hayatomo Seto—Wreck-marking Light-Buoy withdrawn.

No. 243 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 686 of 1922), are republished :—

Former Notice.—No. 584 of 1922. (*This office No. 219 of 1922.*)

Position.—At a distance of about $2\frac{1}{2}$ cables north-eastward from Moji zaki.

Lat. $33^{\circ} 58' N.$, long. $130^{\circ} 58' E.$ (*approx.*).

Details.—The light-buoy with occulting green light, formerly marking the wreck (1922) in the above position, has been withdrawn.

Charts affected.—No. 3114, Moji and Shimonoseki ko.

„ 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

Authority.—Tokyo, Department of Communications, Notice No. 343 of 1922. (*H. 2197-22.*)

The 2nd June 1922.

PERSIAN GULF—KUWAIT HARBOUR.

Rasal Arz—Light replaced in position.

No. 226 (*second publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 47M. of 1922), are republished :—

Former notice.—No. 33M. of 1922 (*this Office No. 184 of 1922*), hereby cancelled.

Position.—Lat. $29^{\circ} 21' N.$, long. $48^{\circ} 06' E.$ (*approx.*).

Details.—The above light has been reinstalled in its original position.

Charts which were temporarily affected.—No. 22, Kuwait Harbour „ 2837b, Persian Gulf, Western Sheet.

Publications.—List of Lights, Part VI, 1922, No. 303.

Indian List of Lights, 40th issue, 1921, No. 24.

Persian Gulf Pilot, 1915, page 148 ; Supplement No. 6, 1921.

Authority.—Resident, Bushire, Telegram, dated the 17th May 1922.

BAY OF BENGAL—BURMA COAST.

Rangoon river approach—Pilot brig "Kyauktan" to be relieved by a steam-vessel.

No. 227 (second publication).—

Subject.—On or about the middle of June 1922 the pilot brig "Kyauktan" will be relieved on the pilot station by a steam-vessel painted white with the word "Pilot" in black letters on each side of the vessel.

The steam pilot vessel will have two masts and one funnel painted yellow with black top and has a clipper bow with a short bowsprit. She will exhibit the lights and signals as required by Article 8 of the Regulations for preventing collisions at sea.

Charts affected.—No. 833, Rangoon river and approaches.

„ 823, Koronge island to White point.

„ 830, Bassein river to Pulo Penang.

Publication.—Bay of Bengal Pilot, 1910, page 458; Supplement No. 5, 1920.

Authority.—Deputy Conservator of the Port of Rangoon, Notice, dated the 29th May 1922.

The 25th May 1922.

RED SEA—SUEZ BAY.

Kal ah Kebireh, North and South Beacons—Alteration in Character of Lights.

No. 212 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 560 of 1922), are republished :—

(1) North beacon :

Position.—Lat. $29^{\circ} 55'$ N., long. $32^{\circ} 32'$ E. (approx.).

New abridged description.—2 Lts. Fl. R. W. (vertl.), ev. 5 sec., 57 and 42 ft.

Alteration.—The character of the two lights has been altered from fixed red and fixed white to flashing red and flashing white every five seconds, thus :

Flash	eclipse
0.5 sec.	4.5 sec.

(2) South beacon:

Position.—Lat. $29^{\circ}54'$ N., long. $32^{\circ}32'$ E. (*approx.*).

New abridged description.—2 Lts. Fl. R. (*vertl.*), ev. 5 sec., 44 and 29 ft.

Alteration.—The character of the two lights has been altered from fixed red to *flashing red every five seconds*, thus:

Flash	eclipse
0.5 sec.	4.5 sec.

Charts affected.—No. 734, Suez bay.

„ 253, The Suez canal.

Publications.—List of Lights, Part V, 1922, Nos. 2165, 2166.

Authority.—Alexandria Notice No. 1 of 1922. (*H. 1632/22.*)

PERSIAN GULF ENTRANCE—OMAN COAST.

Rams.—Shoal Water reported north-westward of.

No. 213 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 562 of 1922), are republished.

Position.—At a distance of about $1\frac{1}{2}$ miles north-westward of Rams tower. Lat. $25^{\circ}54'07''$ N., long. $56^{\circ}00'40''$ E.

Depth.—3 fathoms (5^m5).

Note.—The 3-fathom contour line is to be amended on the charts to include the above position, from which it runs in an approximately straight line in a north-easterly and south-westerly direction.

Charts affected.—No. 753, Entrance to the Persian gulf.

„ 2837a, Persian gulf—eastern sheet.

Publication.—Persian Gulf Pilot, 1915, page 76.

Authority.—H.M.S. *Cyclamen*, Hyd. Note No. 1 of 1922. (*H. 190622.*)

PORTUGUESE EAST AFRICA.

Beira Approach Depths.

No. 214 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 563 of 1922) are republished:—

Position.—Beira, lat. $19^{\circ}49'$ S., long. $34^{\circ}50'$ E. (*approx.*).

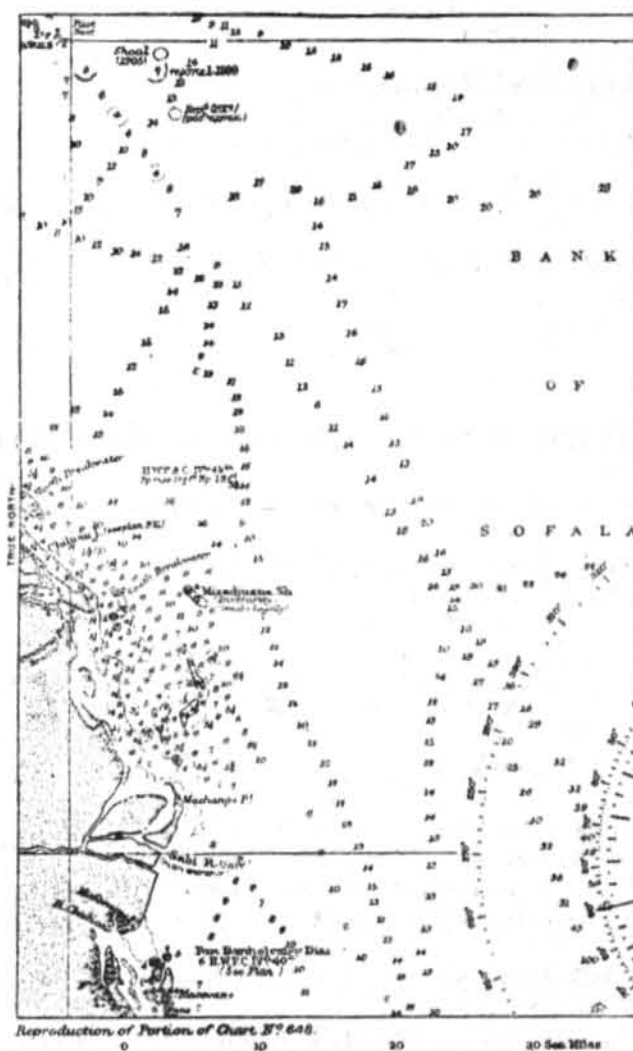
Details.—Additional depths in the southern approach to Beira are shown on the accompanying reproductions of portions of charts Nos. 648 and 597.

Charts affected.—No. 648, Delagoa bay to River Zambezi.

„ 597, Delagoa bay to Cape Guardafui.

Publications.—Africa Pilot, Part III, 1915, pages 222, 223.

Authority.—H. M. S. Lowestoft, Remark Book, 1921. (H.904/22.)



MADAGASCAR, WEST COAST—MOZAMBIQUE CHANNEL.

Juan de Nova (St. Christopher Island)—Amendment to chart.

No. 215 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 564 of 1922), are republished :—

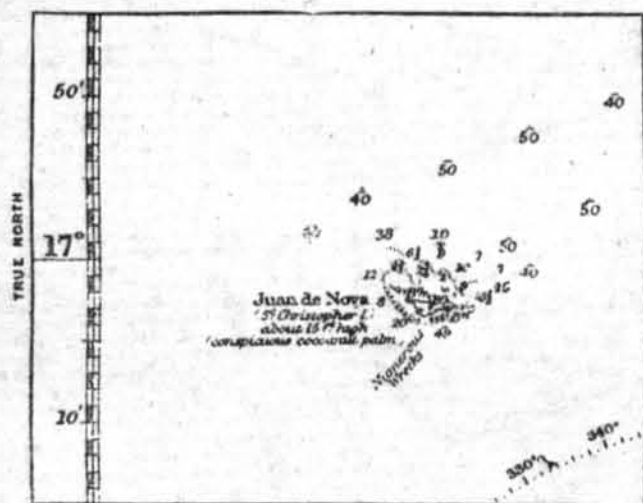
Position.—Lat. $17^{\circ} 03' S.$, long. $42^{\circ} 46' E.$ (*approx.*).

Details.—The accompanying reproduction of a portion of chart No. 759a shows the necessary corrections to that chart with regard to Juan de Nova and the positions of three beacons, together with the shore reef and depths in the vicinity.

Chart affected.—No. 759a, Cape St. Andrew to Bevato island.

Publications.—South Indian Ocean Pilot, 1911, pages 416, 417; Supplement No. 6, 1921.

Authority.—Paris Notice No. 219 of 1922. (*H.* 1192/22.)



Reproduction of Portion of Chart N° 759°

PHILIPPINE ISLANDS—MINDORO ISLAND.

Escarceo Point Light—Amended Arc of Visibility.

No. 216 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 577 of 1922), are republished :—

Position.—Lat. $13^{\circ} 31' N.$, long. $120^{\circ} 59' E.$ (*approx.*).

Details.—This *flashing white* light is reported to be visible from 138° through south, to 012°, and not as shown on the chart and in the Admiralty List of Lights, which are to be amended accordingly.

Chart affected.—No. 949, Plan of Port Galera and Varadero bay.

Publication.—List of Lights, Part VI, 1922, No. 1253.

Authority.—U. S. Hyd. Office Notice No. 4714 of 1921. (H. 7787/21.)

BAY OF BENGAL—INDIA, COROMANDEL COAST.

Madras Harbour and Roadstead—Amendments to Chart.

No. 217 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 581 of 1922), are republished:—

Position.—Harbour office, lat. $13^{\circ} 06'$ N., long. $80^{\circ} 18'$ E. (*approx.*).

Note.—No further notice will be given.

Charts affected.—No. 903, Suva harbour to Levuka.

„ 2691, Fiji islands.

„ 441, Fiji islands—Eastern group, southern portion.

„ 167, Kandavu island and passage.

Publications.—List of Lights, Part VI, 1922, No. 3146.

Authority.—Colonial Secretary, Suva, Fiji. (*H.* 1902/22.)

JAPAN—SHIMONOSEKI KAIKYO.

Hayatomo Seto—Wreck marked by Light-Buoy.

No. 219 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 584 of 1922), are republished:—

(a) Wreck:

Position.—At a distance of about $2\frac{1}{2}$ cables north-eastward from Moji zaki.

Lat. $33^{\circ} 57' 52''$ N., long. $130^{\circ} 58' 01''$ E.

Description.—Sunken wreck of a steamer.

(b) Light-buoy:

Position.—Marking the wreck.

Description.—A green conical wreck-marking light-buoy, exhibiting an *occulting green light every eight seconds*, thus:

Light	eclipse.
4 sec.	4 sec.

Charts affected.—No. 3114, Moji and Shimōnoseki ko.

„ 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

Authority.—Tokyo, Department of Communications, Notice No. 244 of 1922. (*H.* 1846/22.)

EASTERN ARCHIPELAGO—BORNEO, EAST COAST.

Kelumpang Bay—Existence of Rock.

No. 220 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 595 of 1922), are republished:—

Position.—At a distance of 7.65 cables 270° from the flagstaff on Tanjong Batu.

Lat. $3^{\circ} 01' S.$, long. $116^{\circ} 12' E.$ (*approx.*).

Description.—A rock with a depth of 6 feet (1^m8).

Note.—The symbol for a rock with a depth of less than 6 feet (1^m8) is to be inserted on the charts in the above position.

Charts affected.—No. 3031, Plan of Kelumpang bay.

„ 2637, South part of the Strait of Makassar.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 352.

Authority.—Hague Notice No. 579 of 1922. (*H.* 1967-22.)

CHINA—GULF OF PE CHILI.

Pei-Ho (Peking) River Approach—Wreck-marking Light-Buoy established.

No. 221 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 600 of 1922), are republished :—

Former Notice.—No. 2186 of 1921. (*This office No. 58 of 1922.*)

Position.—At a distance of about half a cable northward of the wreck (1921) situated about 9 cables, 276° , from the charted position of Taku light-vessel.

Lat. $38^{\circ} 57' N.$, long. $117^{\circ} 51' E.$ (*approx.*).

Description.—A green wreck-marking light-buoy exhibiting a *flashing green light every three seconds*, thus :

Flash	eclipse
0.3 sec.	2.7 sec.

Chart affected.—No. 2653, Pei-ho or Peking river—sheet 1.

Authority.—Shanghai Notice No. 747 of 17th February 1922. (*H. 2041-22.*)

SUMATRA, EAST COAST.

Tanjong Datu—Wrecks northward of.

No. 222 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 602 of 1922), are republished :—

Positions.—(i) At a distance of about one mile north-eastward from the extremity of Tanjong Datu.

Lat. $0^{\circ} 01' 00'' N.$, long. $103^{\circ} 49' 00'' E.$

(ii) At a distance of about 5 miles northward from (i).

Lat. $0^{\circ} 06' 00'' N.$, long. $103^{\circ} 49' 30'' E.$

Description.—In each case the sunken wreck of a vessel, partially visible above water.

Charts affected.—No. 1789, Channels between Sumatra, Linga, and Singkep.

„ 2757, Banka Strait to Singapore.

„ 2660a, China Sea, southern portion—western sheet.

Authority.—Hague Notice No. 502 of 1922. (*H. 1882-22.*)

GULF OF ADEN—GULF OF TAJURA.

Jibuti Bay and Approaches—Alterations in Buoyage and Beaconage.

No. 223 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 605 of 1922), are republished :—

Position.—Jibuti, lat. $11^{\circ} 35' N.$, long. $43^{\circ} 09' E.$ (*approx.*).

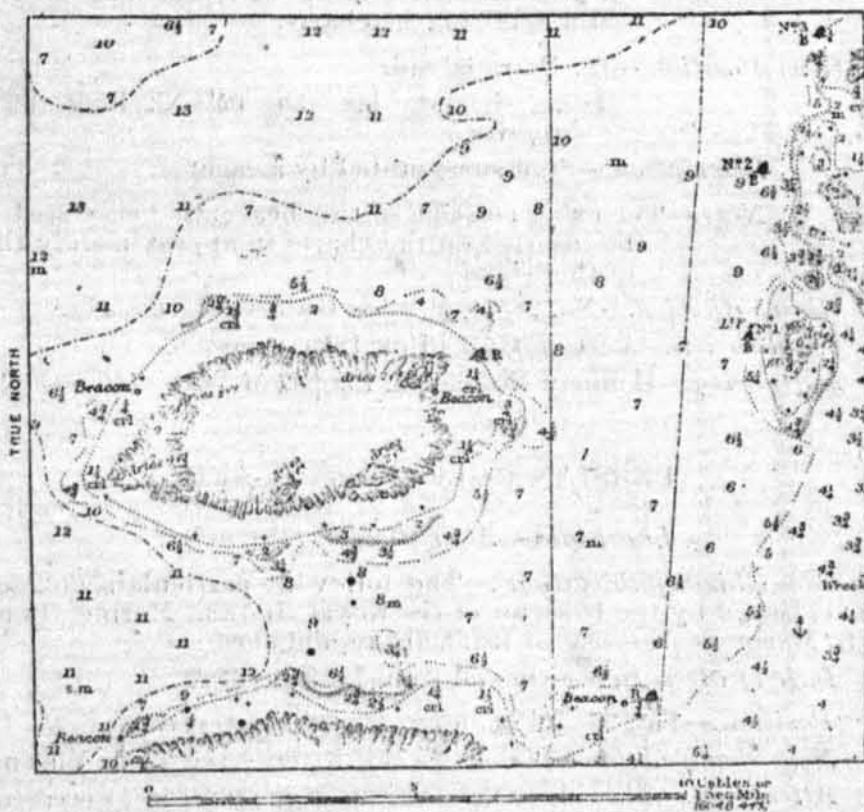
Details.—1. Extensive alterations in the buoyage and beaconage of Jibuti bay and approaches are shown on the accompanying reproduction of portions of chart No. 253. The buoy formerly marking Météore reef, which is omitted from the reproduction, has been withdrawn.

2. The buoys formerly marking Penguin and Etoile banks also the white can buoy formerly marking the shore bank northward of Plateau du Héron have been withdrawn and are to be expunged from the charts.
3. The black can buoy situated about 2½ miles westward of Mashah lighthouse has been replaced by a black bell buoy.

Charts affected.—No. 253. Jebel Jan to Shab Kulangarit, with plan. 8e, Red Sea, sheet V.

Publication.—Red Sea and Gulf of Aden Pilot, 1921, pages 522, 523, 524.

Authority.—French Hydrographer. (H. 7126-21.)



Reproduction of Portions of Chart No 253.

0 1 2 3 4 5 Sea Miles

PERSIAN GULF, NORTHERN SHORE.

Khor Musa—Buoy and Beacons established.

No. 224 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 613 of 1922), are republished :—

(a) Buoy :

Position.—At the entrance to Khor Musa.

Lat. $29^{\circ} 53' 50''$ N., long. $49^{\circ} 04' 00''$ E. (*approx.*).

Description.—Not stated.

Note.—A conical buoy is to be inserted on the charts.

(b) Beacons :

(i) *Position.*—On Bu Seif.

Bu Seif, lat. $30^{\circ} 01' N.$, long. $48^{\circ} 57' E.$ (*approx.*).

Description.—Staff surmounted by a ball, 50 feet (15^m2) in height.

Note.—The exact position of this beacon is not stated and the word "*Beacon*" is to be inserted against the name "Bu Seif" on the charts.

(ii) *Position.*—On Daira island.

Daira island, lat. $30^{\circ} 05' N.$, long. $49^{\circ} 07' E.$ (*approx.*).

Description.—Staff surmounted by a cage.

Note.—The exact position of this beacon is not stated, it is to be inserted on the charts in approximately the centre of the island.

Chart affected.—No. 2837b, Persian Gulf, western sheet.

Publication.—Persian Gulf Pilot, 1915, page 276.

Authority.—Bombay Notice No. 139-CD of 1922. (*H. 2030-22.*)

PERSIAN GULF—SHATT-AL-ARAB.

Fao Light—Alteration in Character.

No. 225 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 45M of 1922), are republished :—

Date of alteration.—On and from 1st June 1922.

Position.—Lat. $29^{\circ} 59' N.$, long. $48^{\circ} 29' E.$ (*approx.*).

New abridged description.—Lt. Fl. R., ev. 4 sec. 25 ft. Vis 6m.

Alteration.—The character of the light will be altered from fixed red to flashing red every 4 seconds, thus :—

Flash	eclipse
1 sec.	3 sec.

Charts affected.—No. 1253, Shatt-al-Arab, Outer Bar to Fao.

„ 1235, Mouth of the Euphrates.

„ 2837b, Persian Gulf, Western Sheet.

Publications.—List of Lights, Part VI, 1922. No. 307, Indian List of lights, 40th issue, 1921. No. 32, Persian Gulf Pilot, 1915, page 284.

Authority.—Port Officer, Basrah, dated 25th April 1922.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, JUNE 28, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.

H. E. SPRY,
*Secretary to the Government of Bengal,
Marine Department (offg.).*

CALCUTTA, the 16th June 1922.

BAY OF BENGAL.

HUGLI RIVER.

Gabtola Channel light-vessel—Alteration in position.

No. 244-I. (first publication).—

Former Notice.—No. 170-I. of 1921.

Subject.—The Gabtola light-vessel has been moved to the following position.

Position.—Lat. $21^{\circ} 47' 46''$ N., long. $88^{\circ} 02' 11''$ E.

Visibility.—10 miles.

Remarks.—The other characteristics of the light are unaltered.

Charts affected.—No. 136, River Hugli.

„ 814, The Sandheads—False Point to Matla river.

Publications.—List of Lights, Part VI, 1922, No. 616.

Bay of Bengal Pilot, 1910, page 300; Supplement
No. 5, 1920.

Authority.—Deputy Conservator of the Port of Calcutta.

CALCUTTA, the 9th June 1922.

BORNEO, SOUTH COAST.

Barito River Entrance—Alteration in Position of Light-Vessel; Wreck marked by Beacon.

No. 228 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 622 of 1922), are republished:—

(a) Alteration in position of light-vessel:

New position.—At a distance of about three quarters of a mile westward of charted position.

Lat. $3^{\circ} 38' 54''$ S., long. $114^{\circ} 29' 28''$ E.

Description.—Barito light-vessel, exhibiting an *occuling white* light, as described in the Admiralty List of Lights.

Note.—The position of this light-vessel is correctly shown on some copies of the chart.

(b) Wreck marked by beacon:

Position.—In the former position of the Barito light-vessel.

Lat. $3^{\circ} 38' 54''$ S., long. $114^{\circ} 30' 11''$ E.

Description.—Sunken wreck of a former light-vessel.

Remarks.—The wreck is marked by a beacon with a white cylindrical topmark.

Note.—The wreck-marking buoy, shown in this position on some copies of the chart, has been withdrawn.

Chart affected.—No. 3029, Tanjong Selatan to Tanjong Malatayur.

Publications.—List of Lights, Part VI, 1922, No. 1080.

Eastern Archipelago Pilot, Part II, 1913, page 333; Supplement No. 5, 1921.

Authority.—Hague Notices Nos. 380 and 507 of 1922. (H. 1453 & 1887/22.)

CHINA, SOUTH COAST—HONGKONG.

Tathong Point Light—Amended Arc of Visibility.

No. 229 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 623 of 1922), are republished:—

Former Notice.—No. 244 of 1922. (This office No. 146 of 1922.)

Position.—Lat. $22^{\circ} 14'$ N., long. $114^{\circ} 17'$ E. (approx.).

Details.—This *flashing white* light, with *red* sector, is visible as follows:

White from 306° through north to 028° ;

Red thence to 037° ;

White thence to 141° .

Obscured elsewhere.

Charts affected.—No. 1466, Hongkong.

„ 3605, Hongkong to Mirs bay.

„ 1180, Approaches to Hongkong.

„ 3026, Macao to Pedro Blanco, including Hongkong.

Publication.—List of Lights, Part VI, 1922, No. 1523.

Authority.—H.M.S. *Hawkins* Hyd. Note No. 1 of 1922. (H. 2079/22.)

SOUTH AFRICA—CAPE OF GOOD HOPE.

East London—Alteration in Port Office Signals.

No. 230 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 629 of 1922), are republished:—

Position.—Port office, lat. $33^{\circ} 02'$ S., long. $27^{\circ} 55'$ E. (approx.).

Alteration.—A cone has been substituted for the black ball formerly used in the bar signals by day. These signals, which are made from the signal station and port office flagstaffs to indicate the state of the bar, are now as follows:—

(a) A cone hoisted half-way up to the yard-arm signifies "Bar dangerous."

(b) A cone hoisted at the yard-arm signifies "Bar impassable."

Publication.—Africa Pilot, Part III, 1915, page 146.

Authority.—Johannesburg Notice No. 155 of 1922. (H. 2188-22.)

JAVA, NORTH COAST.

Tegal Road—Non-existence of Wrecks.

No. 231 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 630 of 1922), are republished:—

Position.—(a) At a distance of 2·05 miles 014° from Tegal light.

Lat. 6° 49' S., long. 109° 09' E.

(b) At a distance of about 3·75 cables south-westward from (a).

Details.—The wrecks indicated on the charts in the above positions no longer exist; the red and white wreck-buoy and green wreck-buoy, formerly marking them, have been withdrawn in consequence.

Charts affected.—No. 3311, Plan of Tegal road.

„ 1653, Island of Java, western portion.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 113.

Authority.—Netherlands Hydrographer. (H. 5765-21.)

SOUTH PACIFIC OCEAN—NEW IRELAND.

Lihir (Gerrit Denys) Island—Reef reported southward of.

No. 232 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 631 of 1922), are republished:—

Position.—At a distance of about 6 miles south-westward of the charted position of the southern extremity of Lihir island.

Lat. 3° 19' S., long. 152° 35' E. (approx.).

Details.—The S.S. *Reginald Maru* reports the discovery of an isolated coral reef in the above position. Further particulars are not stated.

Note.—The position on the chart is to be encircled by a danger line and marked "Reef Repd. (1922) (P.A.)."

Charts affected.—No. 2766, North-east coast of New Guinea, etc.

„ 780, Pacific ocean—south-west sheet.

„ 2759a, Australia—northern portion.

Publications.—Pacific Islands Pilot, Part Vol. I, 1921; page 515.

Authority.—Australian Hydrographer. (H. 2360-22.)

AUSTRALIA—QUEENSLAND, EAST COAST.

Brisbane River Entrance—Quarantine Anchorage.

No. 233 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 633 of 1922), are republished:—

Position.—Pile lighthouse, lat. 27° 19' S., long. 153° 13' E. (approx.).

Details.—The Quarantine anchorage for the port of Brisbane is bounded by a line drawn for a distance of 8·70 cables 099° from a position situated 3·55 cables 054° from Pile lighthouse; thence for a distance of 4·95 cables in a 182° direction; thence for a distance of 9·40 cables in a 279° direction, and thence back to the first position.

Remarks.—The note "Quarantine Stn." on Peel island, in lat. $27^{\circ} 30' S.$, long. $153^{\circ} 22' E.$, is to be expunged from chart No. 1029.

Charts affected.—No. 1674, Brisbane river.
 „ 1670b, Moreton bay—southern portion.
 „ 1029, Danger point to Cape Moreton.

Publications.—Australia Pilot. Vol. III., 1916, page 108.

Authority.—Commonwealth of Australia Gazette. (H. 1809-21.)

CELEBES, SOUTH EAST COAST—GULF OF BONI.

Boni to Tanjong Bua—Amendments to Chart with regard to Shoals and Depths.

No. 234 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 640 of 1922), are republished:—

Position.—Boni, lat. $4^{\circ} 32' S.$, long. $120^{\circ} 20' E.$ (approx.).

Details.—The accompanying reproductions of portions of charts Nos. 3616, 941b, 942a, 2759a, and 1263, show extensive amendments and corrections with regard to off-lying shoals and depths, etc., between Boni and Tanjong Bua.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.
 „ 941b, Eastern Archipelago—sheet 2.
 „ 942a, Eastern Archipelago—sheet 3.
 „ 2759a, Australia—northern portion.
 „ 1263, China sea.

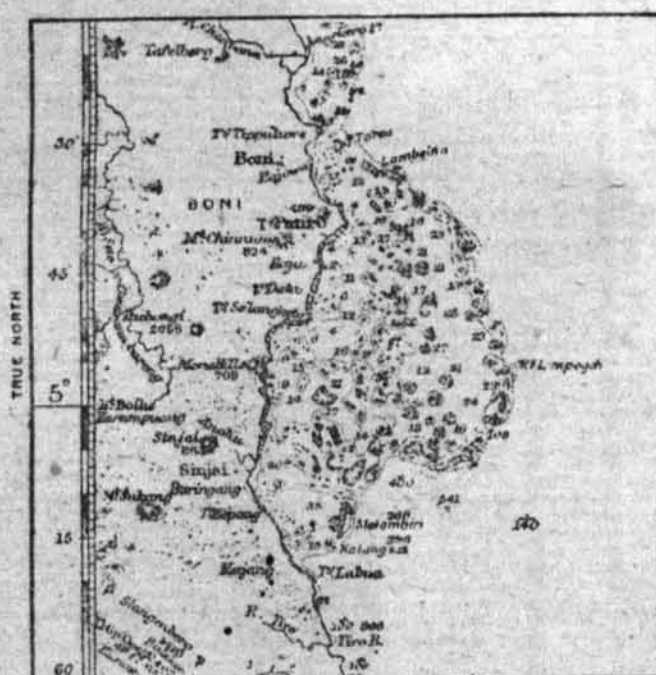
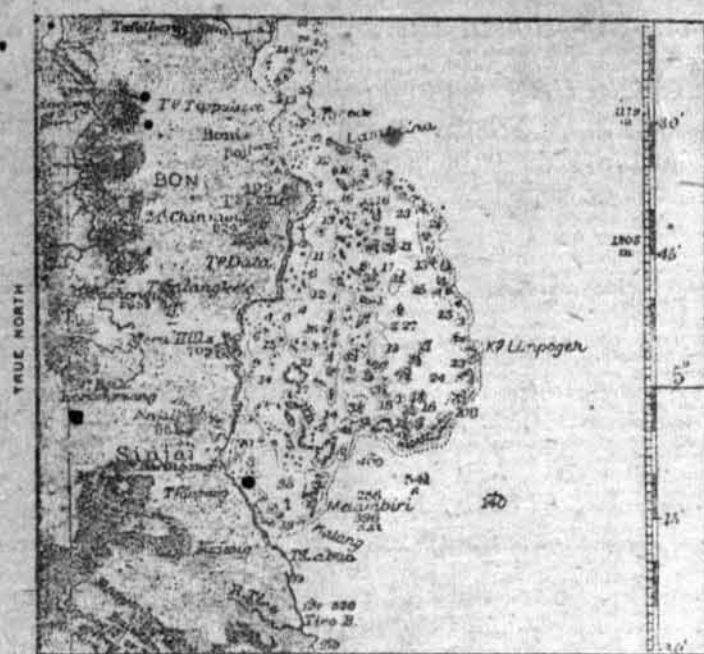
Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 459 to 461.

Authority.—Netherlands Government Chart. (H. 702/22.)



Reproduction of Portion of Chart No. 3616

0 10 20 Sea Miles



NEW ZEALAND—NORTH ISLAND, MANUKAU HARBOUR ENTRANCE.

Mahanihani (South Head) leading lights—Alteration in Arcs of visibility.

No. 235 (second publication).—In Notice to Mariners No. 197 of 1922 under heading "Alteration" of "(b) Front light" the words "through case" should read "through east."

BORNEO, NORTH-EAST COAST—KUDAT HARBOUR ENTRANCE.

Sandilands Rock Light—Alterations in Characteristics.

No. 236 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 662 of 1922), are re-published:—

Position.—Lat. $6^{\circ} 52' N.$, long. $116^{\circ} 52' E.$ (approx.).

New abridged description.—Lt. Fl. ev. 3 sec. (U).

Details.—The fixed red and green light has been replaced by a light having the undermentioned character:—

Character.—Flashing white every three seconds, thus:

Flash,	eclipse,
0.3 sec.	2.7 sec.

Remarks.—The light is unwatched, and is visible all round the horizon; the other characteristics of the light are not stated.

Charts affected.—No. 946, Kudat harbour.
 „ 3728, Marudu bay.
 „ 967, Palawan island.
 „ 287, Gaya bay to Sandakan harbour.

Publications.—List of Lights, Part VI, 1922, No. 1113.
 Eastern Archipelago Pilot, Part I, 1911, page 144.

Authority.—Commissioner of Customs, Sandakan. (H. 2170/22.)

BAY OF BENGAL—NICOBAR ISLANDS.

Nancowry Harbour—Existence of Shoals.

No. 237 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 663 of 1922), are re-published:—

(a) *Position.*—In the northern part of Wasp bay, at a distance of 1.57 miles 226° from the flagstaff on Ray point.
 Lat. $8^{\circ} 01' N.$, long. $93^{\circ} 31' E.$ (approx.).

Depth.— $5\frac{1}{2}$ fathoms (9 6), coral.

(b) *Position.*—In the south-western approach to Nancowry harbour, at a distance of 2.50 cables 180° from Burleigh rock.
 Lat. $7^{\circ} 59' N.$, long. $93^{\circ} 30' E.$ (approx.).

Depth.— $3\frac{1}{2}$ fathoms (5^m9), rock.

(c) *Position.*—At a distance of about $1\frac{1}{2}$ cables north-westward from (b), and 1.75 cables 208° from Burleigh rock.

Depth.— $4\frac{1}{2}$ fathoms (7 8), rock.

Charts affected.—No. 841, Nancowry harbour.
 „ 840, Nicobar islands.

Publications.—Bay of Bengal Pilot, 1910, pages 381, 382.
 Bay of Bengal Pilot, 1921 (in press).

Authority.—Director, Royal Indian Marine. (H. 2034-22.)

PHILIPPINE ISLANDS—LUZON, EAST COAST.

Kalagua Islands—Non-existence of Shoal north-eastward of.

No. 238 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 673 of 1922), are republished:—

Position.—Centre of shoal, lat. $14^{\circ} 46' N.$, long. $123^{\circ} 25' E.$ (*approx.*).

Details.—The charted shoal, about 20 miles in extent, with 3 to 5 fathoms of water over it, does not exist and is to be expunged from the charts.

Charts affected.—No. 3806, Cabra island to San Fernando point, etc.

„ 2577, Philippine islands between San Bernardino and Mindoro straits.

„ 943, Molucca passage to Manila.

„ 2483, Atlantic and Indian oceans, etc.

„ 2683, Pacific ocean.

„ 1263, China sea.

„ 781, Pacific ocean—north-west sheet.

„ 2937, Oceanic soundings, Indian and Western Pacific oceans.

Publications.—Eastern Archipelago Pilot, Part I, 1911, page 554.

Authority.—Manila Notice No. 11 of 1921. (*H. 1298-22.*)

PHILIPPINE ISLANDS—MINDANAO, NORTH-EAST COAST.

Great Bukas Island—Light established.

No. 239 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 674 of 1922), are republished:—

Position.—On Dahakit point, the southern extremity of Great Bukas island.

Lat. $9^{\circ} 33' 45'' N.$, long. $125^{\circ} 56' 30'' E.$

Abridged description.—Lt. Fl. ev. 5 sec., 100 ft., vis. 10 m. (U).

Characteristics:

Character.—Flashing white every five seconds.

Elevation.—100 feet (30^m5).

Visibility.—10 miles.

Structure.—White concrete pillar, 30 feet (9^m1) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 2578, Eastern part of the Sulu or Mindoro sea.

„ 943, Molucca passage to Manila.

Publications.—List of Lights, Part VI, 1922, No. 1158a.

Eastern Archipelago Pilot, Part I, 1911, page 426.

Authority.—U. S. Light List, 1921. (*H. 1527-22.*)

JAPAN—HOKUSHU, WEST COAST.

Suttsu Bay—Existence of Wreck.

No. 240 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 682 of 1922), are republished:—

Position.—At a distance of about one mile south-eastward of Iwasaki.

Lat. $42^{\circ} 47' 02''$ N., long. $140^{\circ} 17' 41''$ E.

Description.—Sunken wreck of the SS. *Nachi Yama Maru* with one mast showing about 15 feet (4^m6) above water.

Note.—The note “(marked by 2 buoys)” is to be placed against this wreck on the plan of Suttsu bay on chart No. 993.

Charts affected.—No. 993, Plan of Suttsu bay.

„ 3438, Oshima to Furubirawan.

Authority.—Tokyo Notice No. 49 of 1922. (*H. 2144-22.*)

AUSTRALIA, SOUTH COAST—VICTORIA, PORT WESTERN.

Round Island Light—Alteration in Sectors.

No. 241 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 683 of 1922), are republished:—

Position.—Lat. $38^{\circ} 31'$ S., long. $145^{\circ} 07'$ E. (*approx.*).

New abridged description.—Lt. Gp. Fl. (2) W. R. G., ev. 9 sec., 112 ft. vis. 12, 6, 6 m. (U).

Alteration.—A green sector has been inserted in this light, which now has the undermentioned characteristics:—

Character.—Group flashing with white, red and green sectors, showing two flashes every nine seconds, thus:

Flash,	eclipse,	flash,	eclipse,
0.5 sec.	1.0 sec.	0.5 sec.	7.0 sec.

Elevation.—112 feet (34^m1).

Visibility.—White light 12 miles; red and green lights 6 miles.

Sectors.—Red from the south coast of Phillip island to 071° ;

White thence to 157° ;

Green thence to 213° ;

Red thence to the north-west coast of Phillip island.

Structure.—White circular lantern, 15 feet (4^m6) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 1707, Port Western.

„ 1171, Port Phillip.

„ 1695b, Bass strait—western sheet.

„ 3169, Port Phillip to Gabo island.

Publications.—List of Lights, Part VI, 1922, No. 2481.

Australia Pilot, Vol. II, 1918, page 155; Supplement No. 3, 1921.

Authority.—Melbourne Notice No. 2 of 1922. (*H. 2212-23.*)

PORTUGUESE EAST AFRICA.

River Chinde Entrance—Caution with regard to Wrecks.

No. 242 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 685 of 1922), are republished:—

Position.—Portuguese signal station, lat. $18^{\circ} 34' S.$, long $36^{\circ} 29' E.$ (approx.).

Details.—During a recent cyclone most of the ships at anchor in the roadstead off Chinde were sunk.

Note.—The note "*Many wrecks reported in the roadstead (Feb. 1922)*" is to be inserted on the chart.

Chart affected.—No. 1421, Plan of bar and entrance of the River Chinde.

Publication.—Africa Pilot, Part III, 1915, page 235.

Authority.—Hydrographic Department. (H. 2105-22.)

JAPAN—SHIMONOSEKI KAIKYO.

Hayatomo Selo—Wreck-marking Light-Buoy withdrawn.

No. 243 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 686 of 1922), are republished:—

Former Notice.—No. 584 of 1922. (This office No. 219 of 1922.)

Position.—At a distance of about $2\frac{1}{2}$ cables north-eastward from Moji zaki.

Lat. $33^{\circ} 58' N.$, long. $130^{\circ} 58' E.$ (approx.).

Details.—The light-buoy with occulting green light, formerly marking the wreck (1922) in the above position, has been withdrawn.

Charts affected.—No. 3114, Moji and Shimonoseki ko.

„ 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

Authority.—Tokyo, Department of Communications, Notice No. 343 of 1922. (H. 2197-22.)

The 2nd June 1922.

PERSIAN GULF—KUWAIT HARBOUR.

Rasal Arz—Light replaced in position.

No. 226 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 47M. of 1922), are republished:—

Former notice.—No. 33M. of 1922 (this Office No. 184 of 1922), hereby cancelled.

Position.—Lat. $29^{\circ} 21' N.$, long. $48^{\circ} 06' E.$ (approx.).

Details.—The above light has been reinstalled in its original position.

Charts which were temporarily affected.—No. 22, Kuwait Harbour.
„ 2837b, Persian Gulf, Western Sheet.

Publications.—List of Lights, Part VI, 1922, No. 303.

Indian List of Lights, 40th issue, 1921, No. 24.

Persian Gulf Pilot, 1915, page 148; Supplement No. 6, 1921.

Authority.—Resident, Bushire, Telegram, dated the 17th May 1922.

BAY OF BENGAL—BURMA COAST.

Rangoon river approach—Pilot brig "Kyauktan" to be relieved by a steam-vessel.

No. 227 (third publication).—

Subject.—On or about the middle of June 1922 the pilot brig "Kyauktan" will be relieved on the pilot station by a steam-vessel painted white with the word "Pilot" in black letters on each side of the vessel.

The steam pilot vessel will have two masts and one funnel painted yellow with black top and has a clipper bow with a short bowsprit. She will exhibit the lights and signals as required by Article 8 of the Regulations for preventing collisions at sea.

Charts affected.—No. 833, Rangoon river and approaches.

„ 823, Koronge island to White point.

„ 830, Bassein river to Pulo Penang.

Publication.—Bay of Bengal Pilot, 1910, page 458; Supplement No. 5, 1920.

Authority.—Deputy Conservator of the Port of Rangoon. Notice dated the 29th May 1922.

P. G. GLANVILLE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.